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Hongkong Telegraph

(ESTABLISHED 1881)

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STOP PRESS TELEGRAMS.

LONDON UNIVERSITY.

THE NEW SCHOOL OF ECONOMICS.

London, May 28.
H. M. the King, accompanied by H. M. the Queen, laid the foundation-stone of the new School of Economics, in connection with the London University, in Clare Market, Clement's Inn. The project has received substantial support from London merchants, while the trustees of Sir Ernest Cassel have donated £300,000 and the Lord Mayor, on behalf of the City, is to-day donating a further £30,000.

Replying to an address of welcome, His Majesty paid a tribute to the response of the Universities to the call of war and the brilliant contributions of science to modern warfare. He emphasised that the London decree was raised far beyond the British Isles, the advantages afforded by the resources of the Metropolis giving the University a unique influence in the education system of the Empire.

HARD COURT TENNIS.

A JAPANESE VICTORY.

Paris, May 28.
In the Hard Courts Tennis Championships Singles, Shimidzu beat the well-known Rumanian, Misiu, by 7-5, 6-4, the latter abandoning the match at this stage. Shimidzu's victory was unexpected.

The match is regarded as interesting in showing the progress of tennis in the Far East. The famous French Champion, Gobert, told Reuter that "that Japanese would worry me a lot. He has no style, yet he gets balls back most unexpectedly."

AMERICA AND THE LEAGUE.

AMBASSADOR DAVIS ON THE SUBJECT.

London, May 26.
The American Ambassador, Mr. Davis, addressing the International Law Conference, which is meeting at Portsmouth, urged that American differences regarding the League of Nations should not be taken as evidence of the unwillingness of the United States to join the free peoples of the world in establishing just rules of international conduct. He argued that the advance of International Law had been obstructed by two diametrically opposite schools of thought, namely, the extreme Nationalist and extreme Internationalism.

Referring to the question of Maritime Law, which is included on the agenda of the Conference, Mr. Davis declared that German unrestricted submarine warfare not only violated all recognised canons of the law of nations but the immemorial rule of the sea itself, which gave every ship in distress a right to assistance.

CO-OPERATIVE CONGRESS.

THE GOVERNMENT CONDEMNED.

London, May 26.
The Co-Operative Congress at Bristol has condemned the failure of the Government effectively to control the coal trade and has demanded a capital levy on fortunes over £1,000.
Lord Haldane, addressing the Congress, urged the State to facilitate higher education for adult workers. The scheme might cost £1,000,000 annually but the results would place us in advance of any nation.

EXCESS PROFITS TAX.

RELIEF NEEDED IN SOME CASES.

London, May 26.
A meeting of the Liverpool Cotton Association passed a resolution accepting the Excess Profits Tax, but urging Mr. Chamberlain to give relief to firms having a low pre-war average or which have begun business since 1914.

HEAT-WAVE IN ENGLAND.

London, May 26.
Southern England is sweltering in a heat wave. The temperature in London is 85 degrees. There are over one thousand cases of prostration. Heavy thunderstorms and floods have occurred in the provinces.

FRANCO-BELGIAN MILITARY ALLIANCE.

Paris, May 26.
Negotiations for a Franco-Belgian military alliance are progressing most favourably.

THE PREVENTION OF PROFITEERING.

London, May 25.
Mr. McCurdy has appointed "a Fair Trading Council" to prevent profiteering in the fruit and vegetable industry.

MORE TROOPS FOR IRELAND.

London, May 26.
The Daily Mail says eight more battalions have been ordered to be in readiness for Ireland, where there is now a total of over 40,000. An Army Order provides for the re-enlistment of a hundred men each by thirty regiments, for service in the United Kingdom.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

YANGTZE SHIPPING INCIDENT.

CHINESE SOLDIERS BOARD AMERICAN STEAMER.

SHOTS FIRED FROM THE SHORE.

Shanghai, May 28.
Advices have been received here to the effect that the American steamer Robert Dollar No. 2, whilst en route down the Yangtze from Chungking, was boarded at Wanchien by a hundred Chinese soldiers, who demanded two thousand taels.
Signals brought the American gunboat Palas to the scene and the soldiers fled.
The steamer proceeded on her course, passing the ports without discharging cargo or passengers, due to the menace. She was the target of a fusillade from the shore at Kweifu.
[On enquiry at the local offices of the Robert Dollar Company, we learn that the Robert Dollar No. 2 is engaged in running between Ichang, Hankow and Chungking—a new Yangtze service established by the Company. This is probably the first or second trip of the boat.]

REUTER'S TELEGRAMS.

THE ACCIDENT TO THE FRENCH PRESIDENT.

SATISFACTORY REPORTS AS TO HIS CONDITION.

Paris, May 25.
President Deschanel, whilst travelling by rail to unveil a monument, had an accident. He opened the window of a sleeping compartment and was later found on the line. The President is slightly injured on the face and left leg. His condition is as satisfactory as possible and gives no cause for uneasiness. M. Millerand and Madame Deschanel went to Mont Argis to see the President and came back to Paris with him last night.
The physicians at eight o'clock gave out a bulletin stating that the President was suffering from slight bruises and that his condition was as satisfactory as possible.
M. Millerand, in a statement to newspaper correspondents, said his return to Paris, said: "I have seen President Deschanel this afternoon. The doctors have found no lesion, but only some slight superficial bruises, while his arterial pressure appears normal. It is really by a wonderful chance that President Deschanel has escaped a fatal accident. All France will rejoice. The Cabinet meeting fixed for to-day will be held. After such a shock I have urged the President to take a little rest at Rambouillet, where the ministerial councils can easily be held."

(Other Early and Special Telegrams on Page 2.)

AIRSHIP TRAVEL DE LUXE.

COMFORT AND CARDS ON FUTURE FLYERS.

The aerial liners of the future will be models of comfort, speed and safety, according to Air Commodore Maitland, of R34 fame, who addressed the Royal Society of Arts on "The Commercial Future of Airships" recently.

Describing the accommodation which will be provided in the very near future the lecturer, who is the head of the airship section of the R.A.F., said passengers would sit facing each other with a table between them. They could arrange the tables and chairs for bridge as they felt inclined. Sleepers would be provided in the shape of bunks which fold down. "My experience up to date," said Commodore Maitland, "is that one sleeps uncommonly soundly in an airship. The whole of the passenger car will be heated by steam generated from the engine. It will not be necessary to restrict smoking any more than in a railway carriage."

155 PASSENGERS.

"A kitchen with at least as good accommodation as any railway restaurant car will be provided. The absence of vibration and noise and the almost complete absence of sea sickness are important considerations."

It is not generally realised that by fitting a different cabin the R34, the hero of the Atlantic flight, is capable of carrying 37 passengers, in addition to crew and petrol and a certain quantity of baggage and mail for a non-stop flight of 2,000 miles while the R38, which has been sold to America, can carry 105 passengers in comfort on the same conditions.

The R.X., a giant airship now under consideration, having a length of 740 feet and a capacity of 4,000,000 cubic feet, will be able to carry 155 passengers for a 2,000 mile voyage, or 70 passengers for 3,000 miles, at an average speed of 60 m.p.h.

COST COMPARATIVELY SMALL.

The cost of this, comparatively speaking, extremely small. Captain Ackland recently stated that aeroplanes can be reasonably operated at the rate of 10s.6d. per ton mile. An airship of the R38 type can be operated at a cost of only 2s. 9d. per ton mile, including depreciation, station charges, wages, running costs, etc. This means that the airship can compete with rail and steam.

Air Commodore Maitland took the voyage to Egypt as an example. At present mails or passengers cannot do the journey under at least six days. The R38 would do the same journey in two days without a stop. First class passenger fare by rail and steam ranges from £45 to £50. By air passengers could be carried for £50, this fare giving a profit of 15 per cent. Similarly the journey to India could be done with one stop, and the time reduced from 14 to 4½ days; the voyage to South Africa, with two stops, in six days instead of 19; and the voyage to Australia in 10 days, with three stops, instead of 25.

FRANCE PROHIBITS IMPORTS.

It is officially announced that with a view to improving exchange, the importation has been prohibited into France of 159 articles. They include clothing, jewellery, motor cars, aeroplanes, and typewriters.

THE UNIVERSITY.

THE RECENT RESIGNATIONS.

Many reports have been current lately regarding the resignations of Professors Brayshaw and Wright and another professor who recently joined the faculty of Arts on arrival here from Home. The general impression appears to be that for economic reasons their resignations were influenced by the Commission of Enquiry recently appointed by the Governor to enquire into the finances of the University. This impression has no foundation in fact, and to-day we were able to obtain from the Registrar of the University (Mr. Teesdale Mackintosh) an official statement which shows that the Commission in question has nothing to do with the decisions of the three Professors of the Faculty of Arts. Particular emphasis was laid by Mr. Mackintosh on the fact that the Commission has not sat, and that the resignations of the two professors obviously could not have been the result of any action of the Commission. No reasons were given or were asked for. Mr. Mackintosh continued, when the resignations were handed in and accepted. Professors Brayshaw and Wright were due for sixteen months leave and would have left for Home in any case. The new professor who only joined the University staff recently has not entered into any agreement with the authorities, and as he expressed the intention to return to England his resignation was accepted along with those of the two other Professors.

As to the reasons for the resignations, Mr. Mackintosh expressed ignorance.

HONGKONG TRADE.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Cotton Piece Goods and Fancy Cotton Goods.—The market is very dull. No sales have been recorded during the past fortnight and dealers want a great deal of urging to clear bought cargo. The Manchester market is quiet but remains firm. Cotton was last quoted at 56.25.

Cotton yarn.—Dealers have confined purchases to meeting urgent requirements only, and values show a further decline of about \$500 per bale all round. Quotations are: No. 10s. \$195-235. No. 12s. \$205-235. No. 16s. \$250-280. No. 20s. \$265-310. Arrivals 7,000 bales. Sales 1,500 bales. Shipments nil. Unsold Stock 7,000 bales. Bargains 15,000 bales.

Raw cotton.—The market is practically unchanged. Quotations are nominal at \$37.40 for Indian and \$40.45 for Chinese descriptions.

Woolfens.—Small enquiry about but little business finding its way into the order book.

Metals.—Market remains quiet.

There have been sales of tinplate at \$12 to \$12.50; but the market is not keen. There is practically nothing to be done forward to any line. Large quantities of material contracted for many months ago are still to come forward. There seems to be some doubt as to whether some of these parcels will ever come forward. In the meantime nothing can be done.

Window Glass.—No fresh business has been reported for some time, due to heavy advance in price having taken in the producing countries. According to the latest cable advices, the lowest at which Belgian product can be imported is \$13½/\$14 and the Japanese product is \$12½/\$13 per case. Local stock is estimated to be 57,000 cases.

Flour market report.—Stock: About 260,000 sacks. Quotations: American Patent, \$4.10 per sack; American Cut off, \$3.40 per sack; American Straight, \$3.40 per sack; Shanghai Flour 2nd, \$3.15 per sack; Australian No. 1, \$3.40 per sack; Australian No. 2, \$3.20 per sack.

Java Sugar.—Market quiet but firm. Philippines Sugar.—Market very strong.

COMPANY MEETING.

PEAK TRAMWAYS CO., LTD.

The annual general meeting of shareholders in the Peak Tramways Company, Ltd., was held this morning at the Hongkong Hotel. Mr. D. E. Clarke, president and there were also present—Mr. A. O. Lang, the Hon. Mr. Johnston, and Mr. A. S. Gubbay (Directors), Mr. G. Rapp (Secretary) and Messrs. J. A. Tarrant, W. Morley, M. S. Northcote, J. D. Humphreys, and J. M. Wong (shareholders).

The Chairman said:—Gentlemen, The report and statement of accounts and auditors' report having been in your hands for the past week, I will, with your permission adopt the usual course and take them as read. Traffic receipts show an increase of \$33,352.72 and the net profit for the year shows an increase of \$3,773.73. The previous year's accounts benefited to the extent of \$6,516.80 profit on investment realised, whilst in the year under review no sales of shares took place. Turning to the debit side, you will notice coals and stores are \$1,125.39 up, whilst maintenance and repairs are \$3,290.55 higher. The increase in this account is part cost of work in connection with the retaining wall above Barker Road station which it was found necessary to erect owing to a landslide at the cutting at this point during the heavy rains early in July. Wages are \$3,382.15 up and there seems little likelihood of any reduction in this item in the future. Stations Crown Leaseholds Buildings you will notice are \$8,907.78 higher than the previous year. This amount which was the cost of the new station at Barker Road was previously included under the heading "Regrading Line".

Shares in public Companies have been written down to the market price ruling on April 30th and the "long" debited to Investment Fluctuation Account. I trust that the proposed transfer to Reserve Fund of \$10,000 will meet with your approval. The present engines and cars will in the near future have to be replaced so I am sure you will agree with me as to the advisability of building up this fund. I do not think there is anything else in the account before you that calls for special comment, but before proposing the adoption of the report and statement of accounts I should like to place on record our thanks to the men of the Navy and Army who assisted us during the recent strike. Without their help we should have had to close down entirely. With these few remarks, gentlemen, I beg to propose that the Directors' report and statement of accounts as presented be adopted. After this has been seconded, before putting it to the meeting, I shall be pleased to answer to the best of my ability any questions shareholders may like to ask.

The motion was seconded by Mr. Northcote and the report and accounts were approved.

The Chairman moved and Mr. Morley seconded the re-election of Mr. J. Scott Harston, the Hon. Sir Paul Chater, Mr. A. O. Lang, the Hon. Mr. John Johnston and Mr. A. S. Gubbay as Directors. The motion was unanimously carried.

On the motion of Mr. Tarrant seconded by Mr. J. M. Wong, Mr. C. Bernard Brown and the Hon. Mr. A. R. Lowe were re-appointed auditors, at a remuneration of \$150 each.

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S.S. FAUSANG.

SALVAGE PARTY LEAVES HONGKONG.

Beyond the news reported in yesterday's Telegraph, no further information has been forthcoming in regard to the position of the I.C.N. Company's s.s. Fausang which is stranded on the rocks in the Hainan Straits.

A salvage party and gear left by the Whangsan this morning at 10 o'clock for the scene of the mishap, and should reach there to-morrow morning. The Agents of the Company, Messrs. Jardine Matheson and Company, are expecting at every moment to receive further advices from H.M.S. Fame which is now lying off the Fausang to render assistance.

EMPIRE DAY ESSAYS.

ST. JOSEPH'S COLLEGE RESULTS.

In connection with Empire Day, the scholars of St. Joseph's College participated in an essay competition, the subjects taken dealing with Imperial matters. Mr. R.E.O. Bird was the adjudicator, and he reports that the essays were of a very good standard and in some cases of such equal merit that it was very difficult to decide the winners. The awards are:—

Class 1. A. Botelho; Class 2A. William Graham Lawson; Class 3A. No. 15; Class 3B. C. Xavier; Class 3C. E. Nuttall; Class 4A. No. 35; Class 4B. S. M. Alaraka; Class 4 (Kowloon), U. Urquhart. The prizes were provided by members of the Old Boys Association.

NEW SALARIES.

THE P.W.D. RATES.

The revised salaries of the Public Works Department are as follows:—

Director of Public Works £1,250 to £1,500 by £50 annually.
First Assistant, £900 to £1,100 by £25 annually.
Second Assistant, £800 to £1,000 by £25 annually.
Executive Engineer (1st Grade) £700 to £850 by £25 annually.
Executive Engineer (2nd Grade) £620 to £700 by £20 annually.
Assistant Engineer £400 to £600 by £20 annually.
Principal Land Surveyor £650 to £800 by £25 annually.
Land Surveyor (1st Class) £550 to £625 by £25 annually.
Land Surveyor (2nd Class) £400 to £520 by £20 annually.
Electrician £400 to £500 by £20 annually.
Inspector of Stores £400 to £480 by £10 annually.
Clerk of Works, Road Surveyor, Drainage Surveyor, Senior Overseer £400 to £480 by £20 annually with free quarters.
Overseer, (First Class) £320 to £360 by £20 annually.
Overseer, (Second Class) £220 to £300 by £20 annually.
Land Bailiff £320 to £360 by £20 annually.
Mr. Julyan £400.
The Inspector of Stores, 1st and 2nd class Surveyors and the Land Bailiff also get free quarters.
Mr. Chatham receives a personal non-pensionable allowance of £150.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s.11½d.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

WEDNESDAY, JUNE 2.

Star Ferry Co.—Shareholders' meeting—noon.

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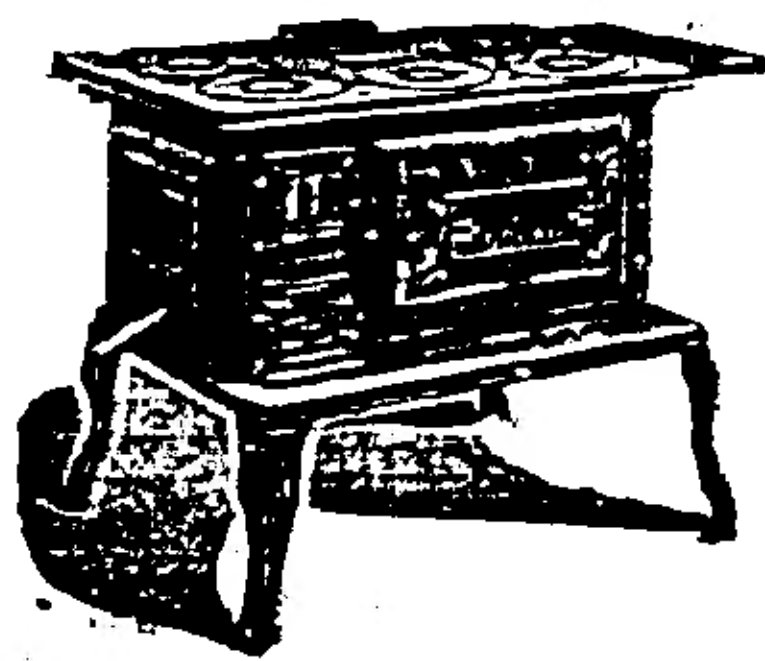
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PEKING TO TIENTSIN BY
AEROPLANE.BRITISH MINISTER
TRAVELS IN MACHINE.

A passenger on the Handley-Page aeroplane which lately flew from Peking to Tientsin and back, with the British Minister, one of her passengers, describes the flight in the *P. and T. Times*.

Shortly after receiving the announcement of the intended flight of a Handley-Page machine from Peking to Tientsin on the 7th inst. I had a telegram from Mr. T. A. Barson, Chairman of the Peking Syndicate, inviting me to join the party that was coming down in the machine. The opportunity of being among the first passengers to fly down from Peking to Tientsin in a passenger machine was not one to be lost, and accordingly I travelled up to Peking by the afternoon train on Thursday, to find, on arrival that the aeroplane was timed to leave Nanyuan at 9.30 next morning, and that the British Minister had accepted an invitation to make the trip.

Mr. Barson kindly arranged for my conveyance to Nanyuan shortly after 8 a.m. and the aerodrome was reached after a bumpy dusty journey, just after 9 o'clock. A number of intending passengers had preceded us, and more followed. Captain Mackenzie, the Pilot, was already on the scene to see that all was in order. The machine selected for the flight, H.P.1, had been tested in a trip with fourteen passengers, the previous afternoon, and her engines were started up without a hitch, soon after our arrival. We had to wait, according to arrangement for the special mail that was to be sent down to Tientsin by air, and when the Post Office staff appeared on the scene, shortly before 9.30, we risked being kept waiting for several hours while all the formalities connected with the receipt and dispatch of "Express Letters" were gone through. Fortunately the Postal Commissioner, Mr. Henry, arrived, while the Chinese staff were struggling with the mail, and gave directions that avoided undue delay or leaving the mail behind. A number of spectators, foreign and Chinese, had come out to see the start, and cameras were kept busy during the period of waiting. It was at 9.45 that the passengers clambered into the machine, and it is scarcely necessary to say that had there been double or treble the number of seats actually available, every one would have been filled.

A trip in an aeroplane, even in so safe a machine as a Handley-Page, is regarded as a somewhat hazardous enterprise by those not lucky enough to secure seats! One disappointed gentleman, on hearing the composition of the passenger list, remarked upon the unlikely possibilities of promotion that would follow a disaster. Various solicitous friends inquired of the passengers whether they had made, and if so where they had deposited, their wills. Personally, after two previous flights in one of these machines some weeks ago, I felt no nervousness about the impending adventure, though warned by the genial and capable Pilot that we should encounter plenty of air-pockets on such a hot morning. As soon as the passengers had taken their seats, the hum of the motors increased to an angry roar, and the machine bounded off across the plain. I glanced at my watch; it was exactly 9.49 a.m.

The machine did not carry its maximum complement, several seats in the cabin being vacant. The passengers consisted of: Messrs. T. A. Barson, J. Barson, and A. C. Henning, who rode in the outside seats with the Pilot, Captain Mackenzie. Inside the cabin were H. E. Mr. Beilby Alston C.B., Messrs. A. Rose, C.I.E., S. Meyers, W. F. Tyler, Crickshank, Sheldon-Ridge, Tonkin, Woodhead, Wei, Chow and

Ching. The three Chinese were members of the Ministry of Communications.

We rose into the air from a straight smooth run, leaving the ground almost before we were aware of it, and, steadily rising, until the aeroplane had reached a height of about 2,000 feet, headed South-east until we picked up the railway, on our right, between Anting and Langfang. I first caught sight of the railway, parallel to our course, at 10.15. The visibility was good, but there was a slight ground haze, which made it difficult to pick out many details of Peking at the start. After following the railway for some distance, and incidentally overtaking a passenger train, we crossed the line, and headed for the Hunho delta. We had a fine panoramic view of the plain all round us, almost treeless for some distance, with small mud-built villages here and there, and ploughed fields intersected with roads and ditches. The Hunho Delta was spread out just ahead of us at 10.25, a veritable maze of swamp and channels, dotted here and there with small islets of trees, with the canalised Peiho wandering tortuously round its fringes. At 10.29 we picked up the railway again, this time on our left, and, so far as I could judge, in the vicinity of Yangtsun. I could clearly see a seven span bridge, towards which a Peking-bound goods train was slowly creeping. At 10.37 we ran into a series of unpleasant air-pockets, which we encountered at intervals for the remainder of our journey. I must, I think, take one some time to become indifferent to the sensation of dropping and rising in these pockets. They were worse than any I had encountered on my previous trips, and I must frankly admit that I did not like them, and that that "sinking feeling" which they cause to the uninitiated would probably have had disastrous results had the flight lasted half an hour longer than it did. The upward bumps I did not mind, but the sudden drops, with the feeling that there was nothing to support one for hundreds of feet below, could not truthfully be described as pleasant. Aviation, however, has passed the stage when any danger is to be apprehended from small air-pockets, and I suppose that after a few more trips, I should cease to feel any discomfort from them. At 10.50 I first caught sight of Tientsin. It is nothing like so impressive from the air as Peking with its walls and palaces and temples, and the distant hill. At 10.41 we were over Peihsan University, and the city was spread out in front below us. At 10.43 the revolution indicator began to fall back from

the speed of 1,500 which had been maintained throughout the journey and at 10.44 the engines were stopped, a pleasant relief after nearly an hour of their deafening roar. We could now see the foreign settlements, and the Race Course itself straight ahead of us. Half a minute later the engines were restarted and we were circling round the Race Course to reach our landing, which had been marked out with a broad white streak. The Race Course looked like a small saucer as we approached it from above, and it seemed incredible that there would be sufficient room for us to land. At 10.46 the engines were stopped again, and we were rapidly nearing the earth. We, expected to land straight away, but our cautious pilot decided to survey his landing from close quarters before coming to earth, and we flew low over the polo-ground, getting a close view of the spectators, and the motorcars parked in the Race Club enclosure. The engines were restarted at full speed at 10.47, and we rose slightly and circled round across country again to approach the polo ground from the farther end. Just after 10.48 the engines were finally stopped, and we came down steadily towards our land-

EMOTION IN WORK.

WHY OUTPUT VARIES.

Much interesting material bearing on the results obtained by the application of psychology to business methods has been collected by the National Institute of Psychology and Physiology.

In a bicycle-hall factory 120 girls were employed in inspecting balls for flaws, for which work good powers of observation and quick reaction were essential. Special tests were applied to the girls, with the result that some of the most intelligent, industrious and honest were found unsuited to the work, and were transferred to more suitable occupations elsewhere. By employing only the most efficient workers, the output was increased by over 240 per cent. At the same time their hours of work were reduced from 10½ to 8½ per day, two days' holiday were given per month, their wages were increased 100 per cent., the accuracy of the work was increased by two-thirds, and there was a large decrease in the cost of production.

That psychological tests are invaluable in such an occupation as driving a tram or bus is suggested by the following example:

On applying a test to motormen devised to estimate their speed of apprehending and acting on a given situation, a very close correspondence was found between their efficiency at the test and their efficiency in actual service, based on the number of accidents recorded against them. Thus a test of ten minutes served to rule out months of needless accidents.

An important branch of the new Institute will deal with the elimination of unnecessary movements. It has been found that wherever movement study and organisation of material have been scientifically carried out output has been enormously increased, hours of labour have been shortened, with a simultaneous reduction of cost and a large increase of wages. In many cases the increase in output was as high as 200 per cent.

Scientific investigation has shown that there are two main sources of fatigue, muscular and nervous, and there are two main kinds of fatigue, due to the excessive accumulation of waste products and to the boredom arising from monotonous work. The output during work varies through changes in interest, expectation, emotion, distraction, etc.

In the psychological laboratory which will form part of the institute these factors will be studied, and it is hoped that the conclusions arrived at will be acted on throughout the country.

place, alighted gracefully, and, having crossed to the front of the Grand Stand. We landed at 10.49 having taken just an hour to make the trip from Peking.

The spectators, who included Mr. W. P. Ker, C.M.G., and the Officials of the Race Club, flocked on to the Polo Ground to greet the passengers, who disembarked immediately and were overwhelmed with greetings, inquiries, and congratulations. The British Minister and most of the other passengers proceeded to the Grand Stand, where champagne and sandwiches were handed round and Dr. Irwin, on behalf of the Race Club, welcomed the British Minister to Tientsin. He expressed the gratification of the Race Club at the landing of the aeroplane, containing that distinguished guest, upon the Club's property, and hoped that it would be but one of many visits which His Excellency would pay to the Club, and that he would find time to take an interest in Tientsin sports.

Mr. Alston, in reply, thanked the Race Club for its hospitality, and Dr. Irwin and the Stewards for their greetings, and promised to take an interest in Tientsin sports.

NOTICES

SPECIAL SALE

OF

BLOUSES

STARTING ON

MONDAY

MAY 31st.

FOR THREE DAYS ONLY

25% Reduction.

LANE, CRAWFORD & Co.

PARASITIN

Kills ticks and fleas on dogs and cats.

This preparation is harmless to animals. It stimulates the growth of the hair and fur and gives a fine gloss to the coat.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

TELEPHONE No. 16.

JUST ARRIVED - PER PARCELS POST



We have just received per Parcels Post a consignment of the latest in Dress Voiles. We have just received one dress length of each. No two patterns alike.

Prices \$8.75 to \$16.50 a piece.

CALL & SEE THEM.

LARGE STOCKS of Voiles in all Colours, Tonalities, Tootal's Figue etc., etc.



White Canvas and Buckskin Boots and Shoes for Ladies and Gentlemen. A great Variety of styles to select from at popular prices.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road Central, Hongkong.

(Incorporated in England)

TO FIGHT BOLSEHEVISM.

NEW LEAGUE FORMED.

The organizers of the Liberty League, which has been formed to combat the advance of Bolshevism in the United Kingdom and throughout the Empire, are planning a vigorous and widely extended campaign. Public approval is assured, but money as well as sympathy will be required. The whole of the donations sent to the League (present address, 17 Bruton Street, Mayfair, W.) are to be devoted to purposes of counter-Bolshevik propaganda, and an appeal is made for prompt and liberal help in order that the programme may be developed without delay.

Sir Rider Haggard, Mr. Rudyard Kipling, and the other well-known men who signed the letter published in the *Times* are acting temporarily as the committee of the League, with Sir Rider Haggard as chairman and Colonel Maitland-Edwards as honorary organizer.

The draft programme of the association may be summarized as follows:

Headquarters will employ writers of experience in Russian affairs and, more particularly, Bolshevism.

A special Intelligence Branch will be formed to obtain information as to Bolshevistic activities in the United Kingdom. Agents will be sent abroad for the same purpose, and will establish foreign branches of the League.

Pamphlets will be prepared in all languages plainly setting out facts for world-wide distribution. Official photographs taken in Russia will be sent to all branches of the League.

Special confidential matter will be posted to members giving the latest information concerning revolutionary activity.

Cinematograph films, illustrating the effects of Bolshevism, will be prepared and exhibited throughout the United Kingdom and the Dominions and Colonies. Public meetings will be held at frequent intervals and addressed by prominent members of the League.

The formation of the League has been influenced by the rapid spread of Bolshevistic doctrines in many parts of the world. Vast sums of money, the organizers are aware, are at the disposal of the Bolshevistic agents, and a large number of organizations and newspapers are owned by them. Specially picked and highly paid agitators are moving through all countries and getting into contact not only with labouring and poorer classes, but with students in the schools and universities. A certain number of Bolshevistic teachers it is asserted, are actually living in Great Britain and thousands of outside followers are taking a course of instruction by correspondence.

The chief weapon of the Bolshevists is propaganda, both written and spoken, and the League intends to fight them with propaganda. Branches of Liberty League are to be established in every city town, and village, and the speakers of the League demobilized soldiers and others equipped with the knowledge which will enable them to tear down the insel of universal brotherhood class equally, and ideal government, with which Bolshevism is at odds. It is when it is addressed discontent are to be employed to tour the country.

"NOT BOLSHIES LIKE YOU."

EARL'S TAUNT TO LABOURITE.

There was a lively passage in the House of Commons during the recent discussion of the Colonial vote.

Mr. Spoor (Labour) urged the necessity for obtaining security of tenure for the natives of Rhodesia. The Labour party, he said, stood for freedom and equality of the native races the abolition of their economic exploitation, and the introduction of education.

Sir Newton Moore urged the Government to adopt a more sympathetic attitude toward the emigration of ex-servicemen, and especially to co-operate with the Dominions in providing financial assistance. He added that if Mr. Spoor made such a speech in South Africa or Australia, he would not have won a Labour seat. White Australia was the work of the Labour party, including men like Hughes and Fisher.

There were many Labour interruptions at the mention of these names, but Earl Winterton shouted to the interruptors:—"They fought in the war; they're not Bolshies like you."

AMERICA AND IRELAND.

STATEMENT BY SIR AUCKLAND GEDDES.

Sir Auckland Geddes, the new British Ambassador to the United States, arrived at New York at the end of April. Because of threats by the Irish women pickets in Washington that they would meet the new Ambassador at the pier and accompany him on the train to the capital it was decided to take him off the liner at the Quarantine station. The Coast Guard cutter Calumet carried the party to the Battery, where automobiles were waiting to take the members to the Pennsylvania Station.

Before Sir Auckland left the Kaiserin Augusta Victoria, Miss Florence Parbury welcomed him to America by flying over the ship in an aeroplane to drop a bouquet of American beauty roses. Miss Parbury did war work in England.

The following statement was given out by the Ambassador on his arrival:

"On arrival I wish first to say that I look on my appointment as British Ambassador at Washington as the highest honour and privilege which could possibly have been granted to me. I believe that the main hope of world peace rests on the existence of mutual respect and understanding between the peoples of the United States of America and the British community of nations. It is my ambition to help to develop such respect and understanding."

"I do not suggest that, even if there were complete understanding of the difficulties of the one nation by the other, there would be, in either country complete agreement in detail with the method of solution which may have received the support of the majority in the other, but, at least we should have got rid of suspicion breeding misconceptions."

ENGLAND THE SANCTUARY.

"For generations England has given sanctuary to representatives of the discontented and the unhappy, the oppressed and the downtrodden. We have listened to harrowing tales of great wrongs and we have been moved to action time and yet time again. We have learned how difficult it is to right a small wrong, or even a great and bitter wrong, without creating a new, a greater and a still more bitter sense of wrong elsewhere."

"We have learned that to keep peace for that quarter of the human race which owes allegiance to the British Crown imposes a heavy strain upon the material and moral resources of our people. To avoid worse evils than those we seek to remedy it is often necessary to move with slowness, always with caution; but one thing I can say positively and without fear of informed contradiction, the inspiration of British policy during the period I have known it, has been, if possible, to bring order out of chaos to extend the boundaries of freedom, to improve the lot of the oppressed, to increase the material prosperity of the world."

THE SALVATION OF IRELAND.

"We are trying now as always to meet the legitimate aspirations of the dependent peoples, such as those in India and in Egypt, so far as in our judgement is possible without working a mischief where we seek to do good."

"Similarly, in Ireland, we are trying to provide political machinery whereby the antagonized sections of the Irish people can work out their own internal political salvation without economic ruin to Irish interests. If it is true that it takes two to make a quarrel, there is in this generation no quarrel between England and Ireland, for the present generation of Englishmen has steadfastly refused to quarrel with Ireland. The British Government, after careful study of the Irish question, is convinced that now the only hope of ending that centuries-old disaster is to place fairly and squarely on the shoulders of Irishmen in Ireland the constitutional responsibility of finding for themselves within the framework of the British Empire the solution for their political differences."

"The new Home Rule Bill, which passed its second reading in the British House of Commons by a great majority on March 31, is designed with intention to secure that end. When it becomes operative it will be the duty of all British subjects who are not domiciled in Ireland to stand aside and leave those who live there to solve their problem. I venture to add that it will also be helpful

NEW ADVERTISEMENTS.

DON'T FORGET TO-NIGHT
"THE EXPLOIT OF A GERMAN SUBMARINE, U 35"
OLIVE THOMAS IN "TOTON"
HONGKONG THEATRE

KING'S BIRTHDAY

FLYING

AT

REPULSE BAY

On THURSDAY, 3rd June
 Commencing at 2.30 p.m.



The Marine Aerial Transport Company will give a demonstration, weather permitting, of plain and scale seaplane flying with

FIVE MACHINES

at Repulse Bay, on Thursday, 3rd June, and on Friday, Saturday and Sunday following, commencing each day at 2.30 p.m.

Passengers will be carried for short flights. Silver medals and certificates of "My First Flight" will be at a later date be given to all who participate. Booking is at Hongkong Hotel Main Office and at Repulse Bay Hotel, where particulars can be obtained on application.

C. E. W. HICOU,
 Managing Director.

Hongkong, 27th May, 1920.

CONSIGNEES

OSAKA SHOSHEN KAISHA.

From TACOMA via JAPAN

PORTS & SHANGHAI.

The Company's Steamship

"CHICAGO MARU"

having arrived from the above

ports, Consignees of Cargo are

hereby notified that their goods

are being landed and placed at

their risk in the Hongkong &

Kowloon Wharf & Godown Com-

pany's Godowns at Kowloon,

where delivery can be obtained

as soon as the goods are landed.

Goods not cleared by the 3rd

June, 1920 will be subject to rent.

Damaged packages must be

left in the Godowns for examina-

tion by the Consignees' re-

presentative and the Company's

Surveyor, Messrs. Goddard and

Douglas, at 10 a.m. on Wednesday

and Saturday. All claims must

be presented within thirty days

of the steamer's arrival here, after

which date they cannot be re-

cognized. No claim will be ad-

mitted after the goods have left

the Godowns.

No fire insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading for

countersignatures immediately.

OSAKA SHOSHEN KAISHA.

Y. YASUDA,

Manager.

Hongkong, 28th May, 1920.

WHY BE MISERABLE

with constipation or liverishness

when Pinkettes are all you need

to set matters right? These

dainty little laxatives act as

gently as nature.

cure Biliousness, sick headaches,

foul-smelling breath, prevent

Diarrhoea and Dysentery, relieve

Piles. Of druggists everywhere

or post free, 60 cents the box,

from Dr. Williams' Medicine Co.,

95 Ezechuen Road, Shanghai.

PUBLIC AUCTION.

THE Undersigned have received

instructions to sell by Public

Auction on

Monday, the 31st May, 1920,

commencing at 11 a.m.

at Coopers Godown, Wanchai.

(For account of the concerned)

300 Bales "BLUE LINE"

GUNNIES

40' x 25' x 2 1/2 lbs.

On view Now

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received

instructions to sell by Public

Auction on

Friday, the 4th June, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell

Street

A Quantity of Valuable Household

Furniture comprising:

Very finely carved blackwood,

tables, lady's desk, armchairs,

flower stands & stools, silk tape-

stry covered drawing room up-

holstered chairs, Nikko carved

corner couch, invalid chair &

table, carpets, rugs, pictures,

glassware, dinner crockery, brass

fender & fire brasses, very finely

carved Cherrywood dressing

table, Japanese water colours,

brass flower pots, ornaments,

marble top washstands, etc. etc.

Also

1 Cottage Piano by S. Montrie

& Co. Ltd.

1 Enamelled Bath

2 Treadle sewing machines

1 Rubber Tyre Rickshaw

On view from Wednesday, the

2nd, June 1920

Catalogue will be issued.

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS. WHAT YOU
 DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS
 WILL BE PRODUCTIVE OF MANY ENQUIRIES
 REPLIES AWAIT BOX No. 360 361 362 363
 & 364

WANTED.

WANTED—EXCHANGE OF
 OFFICES. Tenant of office in
 Prince's Building (facing Ice
 House Street) wishes to arrange
 exchange with tenant of office in
 Prince's Buildings (facing Law
 Courts). Apply Box 365, c/o
 "Hongkong Telegraph."

WANTED.—Furnished house
 on the Peak for short or long let.
 Write "Familias" c/o "Hongkong
 Telegraph."

WANTED.

WANTED.—Engineer prefer-
 ably with some commercial
 experience and knowledge of
 general hardware trade, good
 salary and prospects for suitable
 man. Apply Box 366 c/o "Hong-
 kong Telegraph."

WANTED.—Steno-typist for
 Machinery Dept. Apply stating
 salary required to Box 367 c/o
 "Hongkong Telegraph."

TO BE LET.

TO LET.—Two Offices, ground
 floor, corner of St. George's
 Building, facing Ferry. Apply
 SHEWAN, TOMES & CO.

NOTICE.

TENNIS TOURNAMENT.

CHAMPIONSHIP SINGLES

CHALLENGE ROUND.

This match, weather & ground
 conditions permitting, will be
 played on Tuesday, 1st June.

NOTICE.

REMOVAL NOTICE.

We beg to notify our clients
 that our office has this day been
 removed to No. 14, Des Voeux
 Road, Central (1st floor Wiseman
 Cafe).

FAR EAST OXYGEN AND
 ACETYLENE CO., LTD

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University

Tel. No. 732. P.O. Box 593.

Principal

JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Pre-

paration (Class and Private, Day and

Evening, Oral and Correspondence)

for University Matriculation and

Degree Examinations.

New Session has now commenced.

Tutorial Classes are being conducted

in English, Mathematics, Trigonometry,

Mechanics, Physics, Chemistry,

History, Geography, Latin and

French. In Hongkong University

July Examinations.

Private Tuition can also be had in

these subjects.

Prospectus on application.

PUBLIC AUCTION.

THE Undersigned have received

instructions to sell by Public

Auction on

Monday, the 31st May, 1920,

commencing at 2.30 p.m.

at their Sales Rooms, Duddell

Street

350 cases Yellow Bar Soap

8 " Double Tablet Soap

27 " Buttercup Brand

Condensed Milk

1 " Casia

3 " Salmon

10 " Condensed Milk

9 bags Super-phosphates

5 cases Soft Soap

1 roll Asbestos Cloth 1 1/2'

1 roll Asbestos Matting

Cloth 1 1/2'

6 boxes Tea

32 cases Cocoa & Milk

20 cases Fluid Magnesia

20 cases Eucalyptus Oil

20 cases Window Glass.

40 cases Perfume

180 bags Tin Ore

5 Gasoline Lamps

6 pieces Auto Tyres

6 pieces Air Tubs

1 package Knitting Needles

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

NOTICE.

HONGKONG JOCKEY CLUB.

"Larsen Subscription Offings

Season 1920/1921."

Lists for intending subscribers

to the above are now posted at

the Race-course, the Hongkong

Jockey Club Offices and The

Hongkong Club.

Should the number of ponies

subscribed for reach a total of

thirty or more, the Stewards will

adequately provide for same in

next year's Programme. It is

proposed to arrange that the

ponies arrive in Hongkong

during the month of October.

In order to make the racing as

open as possible no subscriber

shall be permitted to take a



THORNE'S OLD VAT

"No. 4"

SCOTCH WHISKY

We strongly recommend this Whisky. The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: -11, Ice House Street.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 29, 1920.

BETTER THAN IT LOOKED.

The other day, in commenting on the financial statement giving the Colony's revenue and expenditure for the twelve months ended December 31 last, we drew the conclusion that Hongkong was not paying its way. That was the impression left on us after examining the figures, which showed that the actual revenue was \$16,324,974 whilst the expenditure totalled \$17,915,925. Actually, of course, the inference was correct, but from facts which we have since gathered it appears that the deficit on the year's working was due to abnormal causes, and that so far as ordinary working was concerned there was no loss. The explanation is a to be found under one particular heading: Miscellaneous Services. The estimate for these Services for the whole year was put down at \$1,711,107, but in reality the total expended under this heading came to no less a sum than \$5,332,510. Had it not been for this abnormal expenditure, which we will explain later, the balance sheet would have presented a much more satisfactory appearance.

The biggest item in this heavy expenditure on miscellaneous services has to do with the rice control scheme. The loss on that venture we learn, came to no less a sum, up to the end of last year, than \$3,087,749. When, in the days of the control scheme, it was suggested in our columns that the loss would amount to between three and four million dollars, the idea was scoffed at in official circles. Then came the Government statement on the subject, which stated that up to the end of 1919 the loss would probably be well over two million dollars. The phrase "well over" turns out to have been quite the best that could have been used. The actual adverse balance on the transactions comes to more than three millions. We are wondering even now whether we have heard the full extent of the loss. As to whether the scheme could have been worked to show less loss is a matter of opinion. From all we hear amongst business men, it could. But it is no use crying over spilt milk. It was an unexpected outlay, added to which was another loss under the same general heading, namely, \$786,565 on exchange. So it will be seen that on these two items alone there was an unforeseen rise in outgoings of \$3,874,314, which very much more than offsets the adverse balance as between total revenue and total expenditure.

The figures we have cited are sufficient to show that, had normal conditions prevailed, the year's working would have been most satisfactory, despite the fact that there was a shrinkage in revenue as compared with the previous year. The normal services showed favourable net returns. The general situation was adversely affected by abnormal outgoings which were not foreseen. All the same, it is clear that some time in the future fresh sources of income will have to be found. The development and expansion of the Colony involve big projects, for the financing of which more money must be found. That is inevitable. As to where the fresh revenue is to come from—that is a matter for official decision. It is somewhat premature as yet to indicate possible sources, but we shall be surprised if eventually some new form of taxation is not resolved upon. Nobody likes taxes being added to, and there is generally a growl when fresh taxation proposals are put forward. But here in Hongkong we have been extremely fortunate in these respects during recent years, as compared with most other places. So we had better make up our minds to the probability in the near future of further imposts, either in the way of additions to existing taxes or by the introduction of new taxes. We should say the probability is strongly in favour of the latter.

NOTES & COMMENTS.

THE WEATHER, ETC.

Efforts to decide the day on which the championship tennis match shall be played must be a little strenuous these days, and we are feeling quite sympathetic towards the individuals on whom the task devolves. In the matter of weather the Colony has had a pretty good sample lately of what the China Coast can give, and there are few of us who will not be thankful when the oppressive wet days gone. We are in the typhoon season and recently it has seemed as though we have been in real typhoons. At least those who have been travelling on the ferry when a squall has come along can be forgiven for thinking so. It has often been wondered just how safe the ferries are in such weather. They carry a great deal of top canvas, a matter that can scarcely be avoided when it is only by such means that protection can be given to all but a few. The weight below water is tremendous, we know, but it is not the most comfortable of experiences to be on a canvas enclosed ferry-boat with the wind doing something like fifty miles an hour. The remedy will come along when the Company gives the public those promised new and larger boats. It is no secret that the matter has been considered and that quite a deal has been done in the way of investigation as to costs and capacity. The needs of Kowloon being what they are just now, the day should not be very much longer postponed when we shall have on the harbour large and up-to-date ferries with bigger piers, capable of taking not only passengers but light cargo, such as motor cars, etc., as well. Perhaps it is only a matter of patience after all, because we have heard some very encouraging whispers lately. Meanwhile, we must hope that as little bad weather comes along as is possible on this notorious coast.

WAR FUND.

Exactly what the War Famine Fund which is soon to be launched from London is intended to cater for we do not yet know, but since it has the support of His Majesty the King and practically all the prominent men at Home one may assume that it is a political as well as a charitable object. No-one needs to be told how many of the smaller nations of Europe have been devastated and impoverished by reason of the late war and how many thousands of human beings have been living on the border of starvation for the past few years. Britain has ever been prone to hold out the helping hand to those less fortunately placed than herself and it would seem that this fund is but another instance of her generosity. As victors in the late war we can well afford a little honest charity and some such action as that contemplated will do more than anything else to set aright many outside peoples' conception and idea of what British intentions are. We have already undertaken a great deal of work in connection with the task of readjustment and if we go one step further and show a disposition to help those who have suffered most there will be a political value in the move. There has been enough misrepresentation of Britain to make such action highly desirable. If Hongkong comes within the scope of the appeal we trust there will be no niggardly response.

GERMANY'S BETTER POSITION.

Not the least encouraging of the news received by cable yesterday was that which told of a considerable appreciation in the sterling value of the German mark, which now stands at 125 to the pound as against 220 at the beginning of this month. This is a very big jump and one that should afford all but incorrigible anti-Huns a great deal of satisfaction. It shows that Germany is getting back into her stride, that outside nations are prepared to assist her financially, and it means that her ability to pay the Allied indemnity is growing stronger every day. The Allies' best interests will be served by a strong and prosperous Germany, a Germany that will be able to achieve its own solvency in as short a space of time as possible. Robbed of the military power to do further harm, there is no argument in favour of Germany being kept in the impoverished state in which she finds herself to-day. Let us be quite frank about it and admit that Europe needs a productive Germany

DAY BY DAY.

IF A MAN DOES NOT MAKE NEW ACQUAINTANCES AS HE ADVANCES THROUGH LIFE, HE WILL SOON FIND HIMSELF ALONE.—Samuel Johnson.

Yesterday's health return shows four cases of plague (two fatal) and two fatal occurrences of enteric. All were Chinese.

On and after to-day, the light shown from Cheung Chau Passage Beacon, will be as follows:—White occulting—acetylene—visible 6 miles. 1st second light, 4½ seconds eclipse.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, recognised Mr. Karsten Larsen as Acting Consul for Denmark in Hongkong.

His Excellency the Governor has appointed Mr. William Russell to act as Government Marine Surveyor during the absence on leave of Mr. James Macdonald or until further notice.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, recognised Mr. Antonio Luiz Cerveira de Albuquerque as Consul for Portugal in Hongkong.

His Excellency the Governor has appointed Mr. Michael James Breen to be Honorary Secretary of the Peace Celebration and War Memorial Committee during the absence on leave of Mr. S. B. C. Ross.

It is notified that, at the expiration of three months, the China Enlightenment Company, Limited will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

It is notified that the Public Bathing Beaches at North Point and Kennedy Town were opened to the public on the 15th instant. A reserved enclosure is provided at the former, for the use of which a fee of 10 cents per person is charged.

His Excellency the Governor has appointed Mr. K. E. Greig to be a Member of the Committee to enquire and report on the question of the development of the economic resources of the Colony of Hongkong, during the absence from the Colony of Mr. James Reid.

Mr. J. D. Lloyd was with Mr. N. L. Smith on the Bench at the police Court this morning. Mr. Lloyd will be Second Magistrate when Mr. Smith goes to the Harbour Office to be Superintendent of Imports and Exports vice Commander Beckwith, who then becomes Harbour Master and Marine Magistrate.

GOVERNMENT HOUSE.

His Excellency the Governor has signified his approval of Demobilized Officers wearing uniform, if they so desire, at the Parade and at the Reception at Government House on His Majesty's Birthday.

The following dress may be worn at the Reception at Government House by Officers not possessing mess dress:—Khaki drill, with sword belts without frogs, black patent leather shoes, black socks, white shirt, and white evening collar with black bow.

MILLIONAIRE AND THE CHURCH.

At the luncheon of the inter-church world movement, in New York, Dr. Atchinson announced that he had received a pledge from J. D. Rockefeller Junior that he would give 2,000,000 dollars to support the movement.

to-day more than at any time in European history. What Germany can give to the world will be of far more value than anything that the other nations could replace it with. Sound international economics demands Germany's participation in the work of bringing the world back to normal.

1895.
HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending June 30A, 1895.)

THE DOLLAR.
May 30th.—The rate of the Dollar, on demand, to-day is 2s. 1-7-3d.

THE "TAIYUAN" FIRED ON.

May 31st.—The following is a translation of a French official document in regard to the Taiyuan affair.—According to communication received from the French Consul at Hongkong the local authorities had during the month of October last been much exercised over an affair that happened on the high seas between the French cruiser Forfait and the local English steamer Taiyuan. The articles published in the Hongkong papers on the subject report that without apparent reason or any warning the Forfait fired twice on the Taiyuan. The Minister of Foreign Affairs having applied to the Minister of Marine for a report on the affair, has received the following report from the Commandant of the Forfait. It appears from the explanations given by this officer that the Taiyuan had Chinese characters on her sides, that no name was visible on her stern, that she hoisted no flag, and that, while in the neighbourhood of the cruiser, she was constantly altering her direction and speed, and that her people were keeping a close and incomprehensible watch on the officers of the Forfait. In view of this behaviour and in spite of the fact of her persistence in not showing her flag the Commandant of the French Cruiser thought it right to fire two blank charges at her from a revolving cannon.

A SHAMEFUL AFFAIR.

June 5th.—The ordinance for the licensing of private vehicles is an extraordinary one. No man in this Colony is at liberty to have or use a carriage of any description without a license and it is left to the absolute discretion of some officer of the Government—whomsoever the Governor may think fit to appoint—to grant or refuse a license subject only to an appeal to the Governor. The Governor is empowered to make regulations for the use of every vehicle, licensed or unlicensed, to say when, where and how it shall be used, and for what purposes, to say how many coolies a lady must have to her private chair or jinricksha, or what hours of the day she may use it, whether she may take it out on Sunday, or not, whether one or two children may be put in a perambulator, or whether the dog is to be carried in it or only the family pussycat. All these things are included in the powers to make regulations for the use of private vehicles, and the Unofficial members of the Legislative Council are so stupid or so subservient to the "powers that be" that they let an Ordinance of this kind pass into law without a word of protest or even a sigh—Shame on them!

"VIRTUES OF MEN."

A CORONET ATTRACTION.

"The Virtues of Men", which the Coronet is now presenting, is a veritable drama whose claims to a super-production lie in the exceptionally large cast and the ability of the leading characters to sustain their roles in a remarkable portrayal of the "virtues of men". A big shipyard and timber country are introduced into the scenery, and these formed the principal backgrounds for many of the very exciting incidents. Comedy, love passages, and melodrama—the last predominating—which constitute some of the merits of the picture have equal claims to the appreciation of the audience. As a story, it must be admitted that the production is not entirely original, nevertheless the element of excitement, introduced so effectively as to play upon the feelings of the audience, excuses this defect. For a picture with plenty of life and action, "Virtues of Men" may be strongly recommended to cinema goers as a production well up to the excellent standard of the Coronet pictures. It is splendidly produced.

Unusually large houses are predicted for this picture at the next few nights' shows.

GERMAN SECURITIES

NOTICE TO HOLDERS.

The following notice with regard to sums due to British nationals on German Government securities is published in the Hongkong Government Gazette for general information.

SUMS DUE TO BRITISH NATIONALS ON GERMAN GOVERNMENT SECURITIES.

The attention of British nationals resident in foreign countries who are holders of securities issued by the German Government is directed to article 296 of the Treaty of Peace, clauses 3 and 4 of which article provide that the following pecuniary obligations shall be settled through the intervention of Clearing Offices in Great Britain and Germany:—

Clause 3.—Interest which has accrued due before and during the war to a national of one of the Contracting Powers in respect of securities issued by an Opposing Power, provided that the payment of interest on such securities to the nationals of that Power or to neutrals has not been suspended during the war.

Clause 4.—Capital sums which have become payable before and during the war to nationals of one of the Contracting Powers in respect of securities issued by one of the Opposing Powers, provided that the payment of such capital sums to nationals of that Power or to neutrals has not been suspended during the war.

British nationals resident in foreign countries who have claims of this nature which have not already been notified to the Public Trustee should apply to the Controller of the Clearing Office (Enemy Debts), Cornwall House, London, S.W. 1, for the necessary form on which to submit their claims. British nationals who have already notified the Public Trustee should await a communication from the Controller.

GERMAN RIGHTS.

A LOCAL ORDER.

It is notified that, under the powers conferred upon him by section 21 of the Alien Enemies (Winding up) Ordinance, 1917, His Excellency the Governor has been pleased to order that the provisions of sub-sections (1), (2) and (3) of section 4 of the Alien Enemies (Winding up) Amendment Ordinance, 1914, as amended by section 3 of the Alien Enemies (Winding up) Amendment Ordinance, 1914, shall cease to be in force with reference to German nationals, except as regards transactions prohibited, and property, rights and interests charged, under the provisions of the Treaty of Peace Order, 1919.

Note.—By the Treaty of Peace Order, 1919, all property, rights, and interests within His Majesty's Dominions belonging to German nationals at the date when the Treaty of Peace with Germany came into force, and the net proceeds of dealing therewith, are charged with the payment of certain British claims. All unauthorised dealings with such property are prohibited. The Order also prohibits the settlement of certain "enemy debts" except through the Clearing Office.

BRITISH CONSUL IN CANTON.

RECEPTION AND PRESENTATION.

Mr. J. W. Jamieson, C.M.G., LL.D., who has been His Britannic Majesty's Consul General at Canton for the past eleven years, and who is shortly leaving on furlough was the guest on Thursday, the 27th instant, at a reception held by the British firms and a number of British subjects in Canton.

During the reception, which was largely attended by representatives from all British firms, Mr. Jamieson was presented with a silver salver, as a token of the high regard in which he is held by the business community, and also as a mark of esteem from all those who have appreciated his valuable co-operation and help during his long tenure of office.

TO-DAY'S MISCELLANY.

James Bailey, who receives a gift of \$4,300 some silver plate, and his favourite horse on resigning charge of the Essex Foxhounds, is in his 71st year, and the oldest huntsman in England. He was "entered to hounds" when a boy in his native Hampshire, where he used to negotiate stiff fences, mounted on a clever donkey without bridle or saddle. He had received an excellent training under Mr. Talbot, who then hunted the South Quorn country, and afterwards with the Duke of Buccleuch, before he succeeded Dobson as huntsman of the Essex Foxhounds 41 years ago. Bailey is very popular, not only with members of the hunt, but with the local farmers (now financially prosperous), which may be one reason why he has received the richest offering ever presented to a hicrophant of Diana.

What is the psychological explanation of the chronic intractability of South Wales? If there is any corner of the country that deserves that much-abused word "Bolehevist," it is that. The South Wales miners who vote by three to one for a strike which the rest of their craft disapprove; it is the South Wales miners who demand that the high profits on South Wales coal shall be reserved for themselves exclusively; it is the South Wales miners who decline or decline—to pay income tax on their increased earnings. This is not the pure original sin of the Anglo-Saxon. Is it the suppressed fury of the Ancient Briton driven west? Or is it simply that industrial conditions have been worse in South Wales than elsewhere, with the inevitable result of a fiercer reaction?

Sova, where the Prince of Wales landed on his visit to Fiji, has a heavy rainfall during the hot season, and one recent downpour delivered 33 inches of rain there within 24 hours. This formidable record has been surpassed in only two places—at Cherrapunji, in Assam, which once had to bear with 49 inches of rain in one day, and at Luzon, in the Philippines. In July, 1911, it rained four consecutive days at Luzon, and the American official rain gauges registered 34.64 inches the first day, 29.99 inches the second, 16.73 inches the third, and 7.89 inches the fourth, a total of 89.25 inches (more than three times the average annual rainfall at Greenwich) for the four days. Just before the arrival of this deluge American engineers had completed a great military road passing through Luzon, at a cost of two million dollars. At its opening one of the speakers proudly said that it would "endure until the Pyramids crumbled into dust." But that one rainstorm almost entirely obliterated 50 miles of the road from the surface of the earth.

If Mr. Austen Chamberlain's Budget speech be followed with attention, numerous junctions will disclose themselves at which any earlier Chancellor of the Exchequer would have left the main theme for a disquisition on the manners and morals of his times. A notable instance of the kind occurred when Mr. Chamberlain mentioned the growth of smoking among women as one of the causes of the increased yield of the tobacco duty.

If Mr. Gladstone had seen a fact like that "lying by the roadway of his argument, he would have disported himself with it for at least twenty minutes, and the next morning the country would have been regaled with a review article—or shall we say two columns of "Miscellany?"—on the early origins of the custom of smoking among women, with particular reference to the partiality of certain dowager duchesses for black cheroots and the scandal caused thereby in the county of Gloucestershire. Another topical opening occurred on Monday when it became necessary to mention that a new class of champagne-drinkers has sprung up among us. Was the champagne sweet or dry? Was it a fact, as supposed by some authorities, that champagne caused headaches in the morning? and what the late Earl of Suffolk had said on this point to another noble lord at Boodle's Club. Did he (Mr. Gladstone) give champagne to his guests when he was a bachelor and lived in The Albany, and if not, why not?

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LORD FRENCH CORRECTED.

TRUTH ABOUT THE SHELL SCANDAL.

Maj.-Gen. Sir F. Maurice writes in the Daily News—

I do not propose to review Sir George Arthur's "Life of Lord Kitchener," because having given the author some assistance in his work, I feel I must leave the business of criticism to others. I propose rather to deal with two controversies which this book may help to settle. It will be remembered that Lord French, in his "1914," made serious charges against Lord Kitchener. Mr. Asquith and Sir Horace Smith-Dorrien, in respect of certain actions taken by them during the early months of the war, Lord Kitchener being dead, and Sir Horace Smith-Dorrien an officer still in the Service, could not reply.

Mr. Asquith did reply, but he had not all the necessary documents at his command. As regards Sir Horace Smith-Dorrien, it has already been shown that Lord French's recollection of the positions and movements of his own troops and his account of the enemy's strength at certain critical phases of the retreat from Mons was far from accurate. Sir George Arthur now exposes a still more amazing lapse of memory on the part of the Viscount of Lansdowne. Lord French's charges against Lord Kitchener and Mr. Asquith relate to the famous shell controversy, and to alleged interference with him during the retreat from Mons. I will deal here with the first of these charges.

MR. ASQUITH'S NEWCASTLE SPEECH.

Lord French says in his "1914": "Just about this time—that is, in the latter part of April, 1915, when the second battle of Ypres was being fought—the then Prime Minister, Mr. Asquith, made his famous Newcastle speech, in which he stated that the Army had all the ammunition it required. When I read that speech, after all my public and private appeals, I lost any hope that I had entertained of receiving help from the Government as then constituted," and he goes on to describe how he proceeded to upset Mr. Asquith's Government.

Now this is a very incorrect account of what Mr. Asquith said for he went to Newcastle for the express purpose of making clear the urgent need for more munitions and of appealing to the British workmen to devote their utmost energies to increased production. Not wishing either to cause undue alarm or to dishearten the army, he said in the course of his speech that it was not true that the operations of the British Army in France were being hampered by lack of ammunition. In a speech at the Connaught Rooms on June 3, 1919, Mr. Asquith produced his authority for that statement. It was a letter from Lord Kitchener dated April 14, 1915, which ran as follows: "My dear Prime Minister—I have had a talk with French. He told me I could let you know that, with the present supply of ammunition, he will be as much as his troops were able to use in the next forward movement."

LORD FRENCH'S DENIAL.

Lord French now comes on the scene. In a preface to the second edition of his "1914," he denies having made any such statement to Lord Kitchener, and refers to a conversation he had with Mr. Asquith at his headquarters at St. Omér in July, 1915. To Mr. Asquith's inquiry whether he had given Lord Kitchener the information which caused him

(Mr. Asquith) to speak at Newcastle as he did, Lord French says he replied in words to this effect: "Certainly not. Lord Kitchener must be labouring under a total misapprehension as to our conversation which, I understand, he alleges took place at York House, on March 31, 1915. We certainly held a long conference together at York House on the date mentioned, but not upon the subject of ammunition. However, I said, 'my memory can be confirmed and refreshed by my diary. My recollection of the conversation was recorded a few hours after it took place. I have not seen it since I wrote it, but it will be some satisfaction to you if I can find it and show you what I said. I doubt if you will find a single word about ammunition in it.' I then turned up the diary, and found, as I expected, that there was no reference whatever to the subject of ammunition."

THE TRUTH.

Enter Sir George Arthur! There is in a footnote in his third volume a record of the meeting of March 31, but at that time it appears that the plans for the battle of Festubert were not completed and presumably for that reason the question of ammunition did not crop up. But Sir George gives us a letter of Lord French's to Kitchener dated April 8, 1915, in which the following passage occurs: "Our joint plans will be fully matured by the end of the week. May I appear at your breakfast table at 8.30 a.m. on Wednesday, the 14th. I will bring maps and copious notes and tell you everything, but I don't want to have anything in writing. I am in strong hopes of a great advance."

The meeting took place at York House in the morning of April 14, and immediately it was over Kitchener sent his note of the same date to Mr. Asquith. Is it conceivable that Kitchener should have been grossly incorrect on a matter of vital importance in a note to the Prime Minister written immediately after the conversation which it reported? Is it conceivable that in a dispatch of the plans for a great battle of which Lord French wished to tell Kitchener "everything," the all important question of ammunition should not have been mentioned? Is it conceivable that Lord French should have been in strong hopes of a great advance if he knew that he was woefully deficient of shells? If it rested there the case for Lord Kitchener and Mr. Asquith would be over-whelming, but it does not. On May 7, just one week before the battle of Festubert began, Lord French wrote to Kitchener: "I would rather say nothing to you now about the business, but if things remain quiet I suggest going over as late as possible on Wednesday, and going to breakfast with you on Thursday morning at 8.30 a.m. The ammunition will be all right. Just a week later Lord French was endeavouring to turn out Mr. Asquith's Government on the ground that it had failed to supply him with the ammunition he required for his battle!"

PROVISION OF SHELLS IN 1915. Of course we were short of shells and of guns and of trained soldiers, indeed, of everything required for the prosecution of a great war, but if anyone still believes that after the outbreak of war there was lethargy and inaction in the provision of munitions by Mr. Asquith's Government and by Lord Kitchener, and that nothing effective was done until Mr. Lloyd George became Minister of Munitions, let him read Sir George Arthur's chapters on the munition problem. The whole complicated story of the introduction of high explosive shell for our field

MOTOR-BOAT RACING.

A NEW RECORD.

Monte Carlo, April 20.—Sunbeam-Despujols III, set up a new "record" this morning in the course of officially timed runs over the measured mile and the measured kilometres.

Her performance to-day is particularly interesting, not only on account of the conditions in which the run was made, but also in view of the fact that two Sunbeam-Despujols boats are to be built and designed in England with a view to competing as British defenders for the British International Trophy Race, which will take place at Ryde on the Solent in August this year. Entries have already been made by the British Motor Boat Club, Sunbeam-Despujols III, which is a single-step hydroplane, driven by two Sunbeam aero engines of 425 horse power each, was timed officially over the measured nautical mile in 1 min. 3 sec. from a flying start this morning. The weather conditions were ideal, as the sea was as smooth as glass, but the boat had the misfortune to strip her propeller blades off about 100 yards from the finishing line, and covered the intervening distance by her momentum. Had it not been for this it is estimated she would have made very much shorter time. As it is, her speed works out at 56.43 knots speed, which beats all previous officially admitted "records" of speed afloat. The best previous record was also made by a Despujols boat, when one of the two French competitors in the British International Trophy races in the Solent in 1913 exceeded 50 knots speed. A request is being sent to the International Motor Yacht Racing Association to record to-day's time.

BAGUAN ISLAND.

MAY GO TO PHILIPPINES.

The authorities of the Philippine Government are renewing the negotiations which were started a long time ago for the ceding or return to the Philippines of Baguan Island, which is about thirty miles north of Sandakan, from the British North Borneo which at present has the island under its control. The Governor of British North Borneo is now in Manila, and the local authorities are taking advantage of his presence here to renew the negotiations, says the Manila Bulletin. It is explained that according to the Treaty of Paris, ceding the Philippines to the United States, the island of Baguan was part of the Philippine territory ceded by virtue of the Treaty. However, the island has always been under the control of the British North Borneo Government. Governor Guingona of Mindanao and Sulu, it is declared, has been especially requested to submit all the data in his possession about the island of Baguan and to submit a statement why it is highly important to have the island. It is declared that the return of the island is needed to be used for very important purposes. The island of Baguan is also called Taita Island because turtles abound in it.

FRENCH PAPER FAMINE.

The National Press Bureau Paris has published a noted statement that after a plenary sitting, at which were represented 250 newspapers, a delegation was appointed which, together with the National Press Bureau Committee, waited upon M. Millerand, the Premier, to put before him a series of decisions adopted by the meeting, and especially to discuss the rise in the price of newspapers. After the interview the National Bureau held another plenary sitting at which the committee, in view of the fact that it found itself unable to assure the regular publication of newspapers, announced that it intended to tender its resignation to the Premier. This decision means that from now newspapers can no longer apply for supplies of paper to the National Press Bureau.

guns is clearly, readably, and graphically told. How the first suggestion for their use came not from the Army in France, but from home; how G.H.Q. hesitated and changed its mind as to the quantities required; how production was pushed on at home. The truth about the shells scandal, which has wrought such mischief, is known at last.

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An old farmer of Agen (Lot et Garonne) has adopted a tragic method to spite his son, who is alleged to have always been quarrelling with him about money matters. Tired of these bickerings, which made the old man wish for peace at any price, he resolved to make away with himself, but he was determined that this son should not profit from fortune he had made out of the war. He swallowed a large number of 1,000 franc bank-notes, one after the other, in the presence of the astonished young man and then blew out his brains.

NOTICES.

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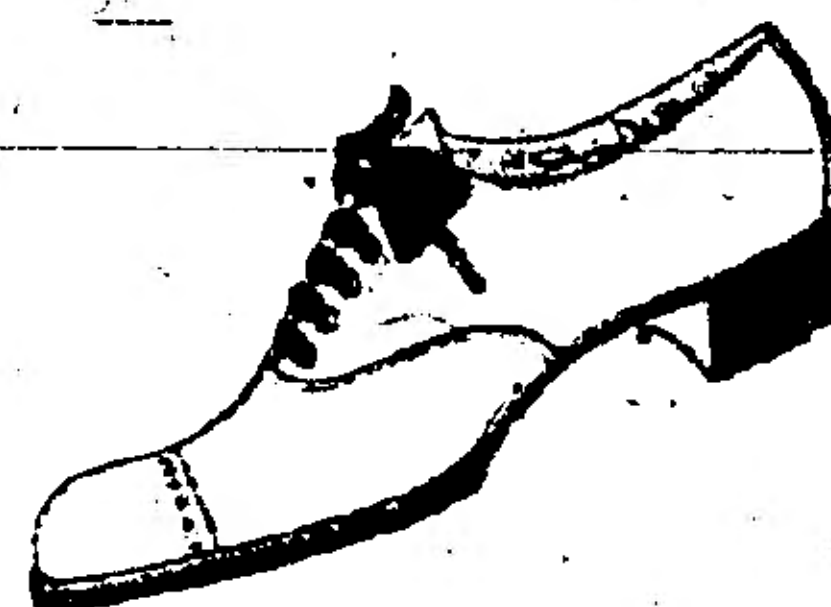
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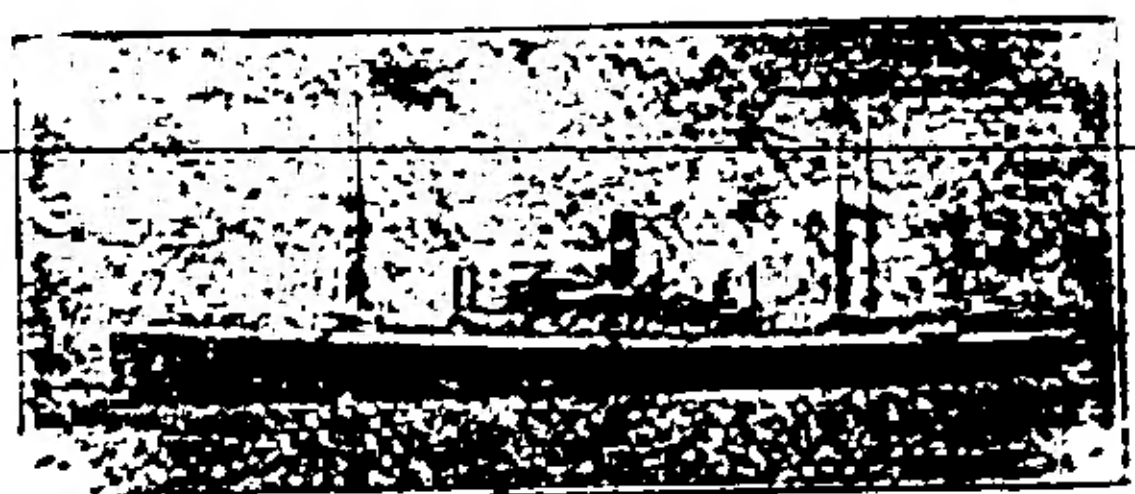
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NATAL LINE OF STEAMERS.Taking cargo on through Bills of Lading to South African
ports, with transshipment at Calcutta, in conjunction with
the Indo-China S.N. Co., Ltd., and Apar Lines.For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailing.

TTSIN via W'wei & C'foo Cheongshing Tues., 1st June at d'light.**SHANGHAI via Swatow Hangsang** Tues., 1st June at d'light.**HAIPHONG via Hoihow Takang** Tues., 1st June at 8 a.m.**KOBE** Tues., 2nd June at 8 a.m.**SHANGHAI** Tues., 2nd June at d'light.**SANDAKAN** Tues., 2nd June at noon.**STRAITS & Calcutta** Tues., 2nd June at 3 p.m.**MANILA** Tues., 2nd June at 3 p.m.**CALCUTTA LINE**—This Line now affords regular sailings to
Calcutta, Penang and Singapore; Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.**SHANGHAI LINE**—Sailings approximately every five days between
Canton and Shanghai, sometime calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.**MANILA LINE**—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Friday.**HAIPHONG LINE**—Sailings approximately weekly for passengers
and cargo, calling at Hoihow when inducement offers.**BORNEO LINE**—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.Cargo taken on through Bills of Lading for Kuala, Jesselton,
Labuan, Tawau and Lahad Datu.**TIENSIN LINE**—A regular service is run from March to Nov.
between Hongkong & Tientsin calling at Weihaiwei & Chefoo.**CALCUTTA LINE.**S.S. "LAISANG" will be despatched on or
about 3rd June, for **SINGAPORE, PENANG via**
AMOY.Through "Bills of Lading" issued to **RANGOON.**
PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail.

H'HOW, PHOI & H'PHONG 30th May at 9 a.m.**SWATOW & SINGAPORE** 30th May at 11 a.m.**SHANGHAI** 30th May at noon.**SWATOW & BANGKOK** 1st June at 11 a.m.**AMOY, SHAI & FUKOW** 1st June at 3 p.m.**SHANGHAI** 1st June at noon.**SHANGHAI & TSINGTAO** 1st June at 4 p.m.**WEIHAIWEI, CHEFOO &****TIENSIN** 6th June at 3 p.m.**SHANGHAI LINE**—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation, amidsips. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao
(weekly), taking Cargo on through Bills of Lading to all Yangtze,
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.**BANGKOK LINE**—Weekly service to and from Bangkok via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

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Hongkong May, 23, 1920.

DOUGLAS STEAMSHIP CO., LD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers, Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.FOR SWATOW, AMOY AND FOCHOW AND RETURN
(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haiching J. H. Stewart TUES. 1st June at 2 p.m.**Haichong** J. S. Thomas FRI. 4th June at 2 p.m.**Haichong** W. C. Passmore TUES. 8th June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mail S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

DECEMBER via S'pore

Steamers proceed via Suez Canal or Panama Canal or United States.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.**HONGKONG & CANTON****REISS & CO. CANTON.****MOVEMENTS OF STEAMERS.**The N. Y. K. s.s. **PENANG M.**
(Liverpool Line) left London for
this port via Suez on the 28th
April, and is expected here on
the 9th June.The N. Y. K. s.s. **KAMO M.**
(European Line) left London for
this port via Suez on the 28th
April, and is expected here on
the 2nd June.The N. Y. K. s.s. **PORTLAND-**
MARU (Bombay Line) left
Bombay for this port direct on
the 9th May and is expected here
on the 29th May.The N. Y. K. s.s. **IYO MARU**
(European Line) left London for
this port via Suez on the 8th May
and is expected here on the 17th
June.The N. Y. K. s.s. **DURBAN M.**
(Hamburg Line) left London for
this port via Suez on the 8th May
and is expected here on the 19th
June.The N. Y. K. s.s. **SHINZUI M.**
(Bombay Line) left Bombay for
this port direct on the 14th May
and is expected here on the 4th
June.The N. Y. K. s.s. **TOYAMA M.**
(Hamburg Line) left Antwerp
for this port via Suez on the 16th
May, and is expected here on the
27th June.The N. Y. K. s.s. **MEICHI M.**
(Bombay Line) left Bombay for
this port direct on the 18th May,
and is expected here on the 6th
June.The s.s. **MATTAWA** arrived at
Karachi from Liverpool on 19th
May, leaves there about 27th May,
and is due at Colombo on about
31st May.The N. Y. K. s.s. **HEIMEI M.**
(Bombay Line) left Bombay for
this port direct on the 21st May,
and is expected here on the 6th
June.The Ben Line s.s. **BENVOR-**
LISH from Antwerp, Middlesbro
and London, left Singapore for
this port on 26th instant, and may
be expected to arrive here on 1st
June.The N. Y. K. s.s. **ATSUTA M.**
(European Line) left London for
this port via Suez on the 22nd
May and is expected here on
the 30th June.The N. Y. K. s.s. **FUSHIMI**
MARU (American Line) left
Kobe for this port via Nagasaki,
Shanghai and Manila, on the
26th May, and is expected here
on the 7th June.The N. Y. K. s.s. **SHINRYN**
MARU (Calcutta Line) left
Calcutta for this port via Rang-
oon & Singapore on the 24th May
and is expected here on the 12th
June.The T. K. K. s.s. **SEIYO M.**
arrived at Yokohama on May
2, and sails May 30th, for
Honolulu, Hilo & San Francisco.The R. M. S. **MONTEAGLE**
arrived at Shanghai on 26th May,
left there 28th May, and is due
at Hongkong on 31st May, at
noon.The s.s. **DOYLESTOWN** (Cal-
cutta Line) left Singapore on May
28th and may be expected here
on or about June 3rd.The s.s. **LOWTHER CASTLE**,
arrived Kobe 28th May.The s.s. **BOLTON CASTLE**,
left Singapore, 24th May, due
Hongkong 30th May.The s.s. **AFRICA**, left Shanghai
28th May, sails from Hongkong
noon Tuesday, 1st June.**CHURCH SERVICES.**

Union Church, Sunday, May 30th.

Services conducted by Rev.

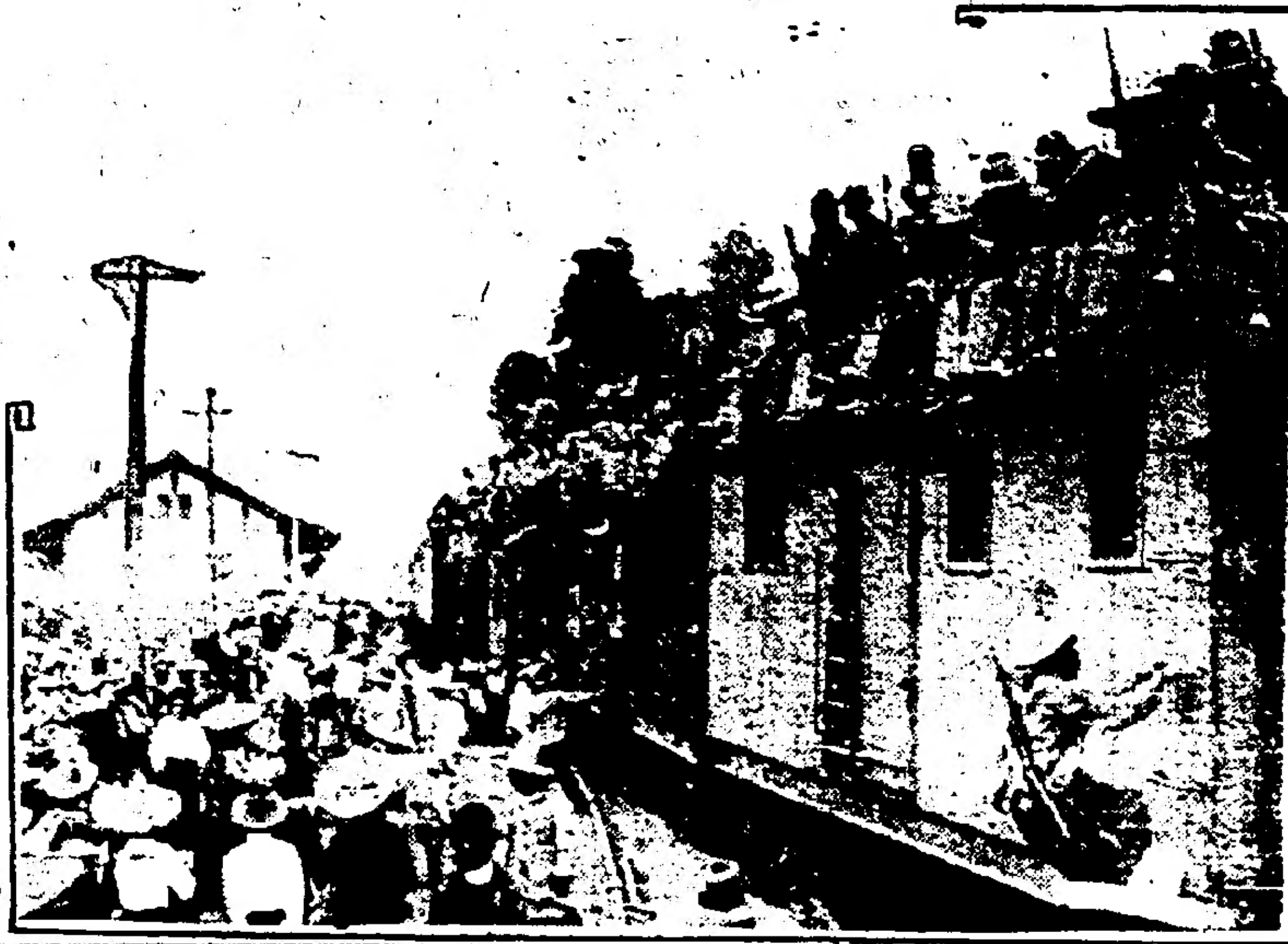
George Williams.

TO-DAY'S PICTURES.



MEXICAN TROOPS.

Typical Mexican revolutionary troops at rest by the roadside.



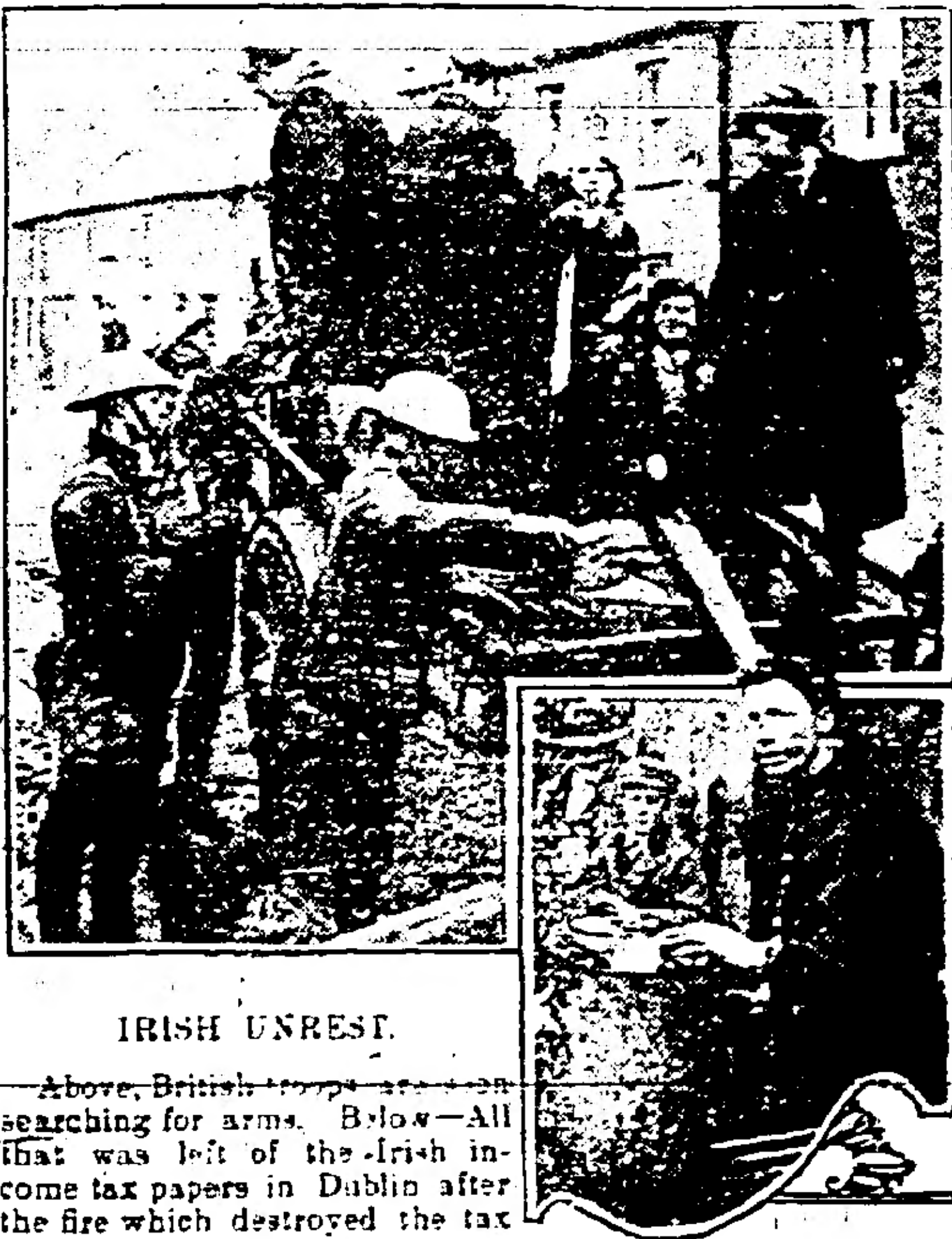
OFF TO FIGHT.

A group of revolutionary troops from Sonora, bound for the State border.



GENERAL OBREGON.

The Mexican Revolutionary leader with his wife and little daughter.



IRISH UNREST.

Above, British troops searching for arms. Below—All that was left of the Irish income tax papers in Dublin after the fire which destroyed the tax collector's office.



SENSATIONAL ACCIDENT.

Photo taken after an express train and a local on the New York Elevated collided, hurling the latter to the street. Authorities marvel at the escape of passengers from instant death.



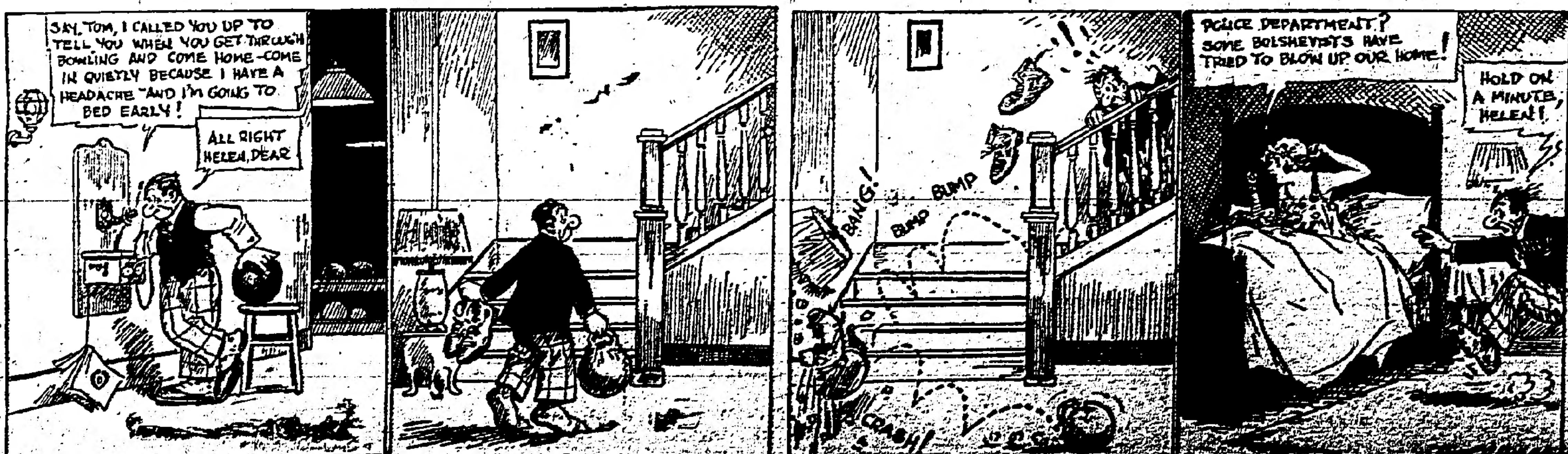
ULSTER'S APPEAL.

Sandwich man employed by Ulsterites to parade in front of Parliament.

DOINGS OF THE DUFFS

Tom Tried To Be Considerate.

BY ALLMAN



PICTORIAL SUPPLEMENT.

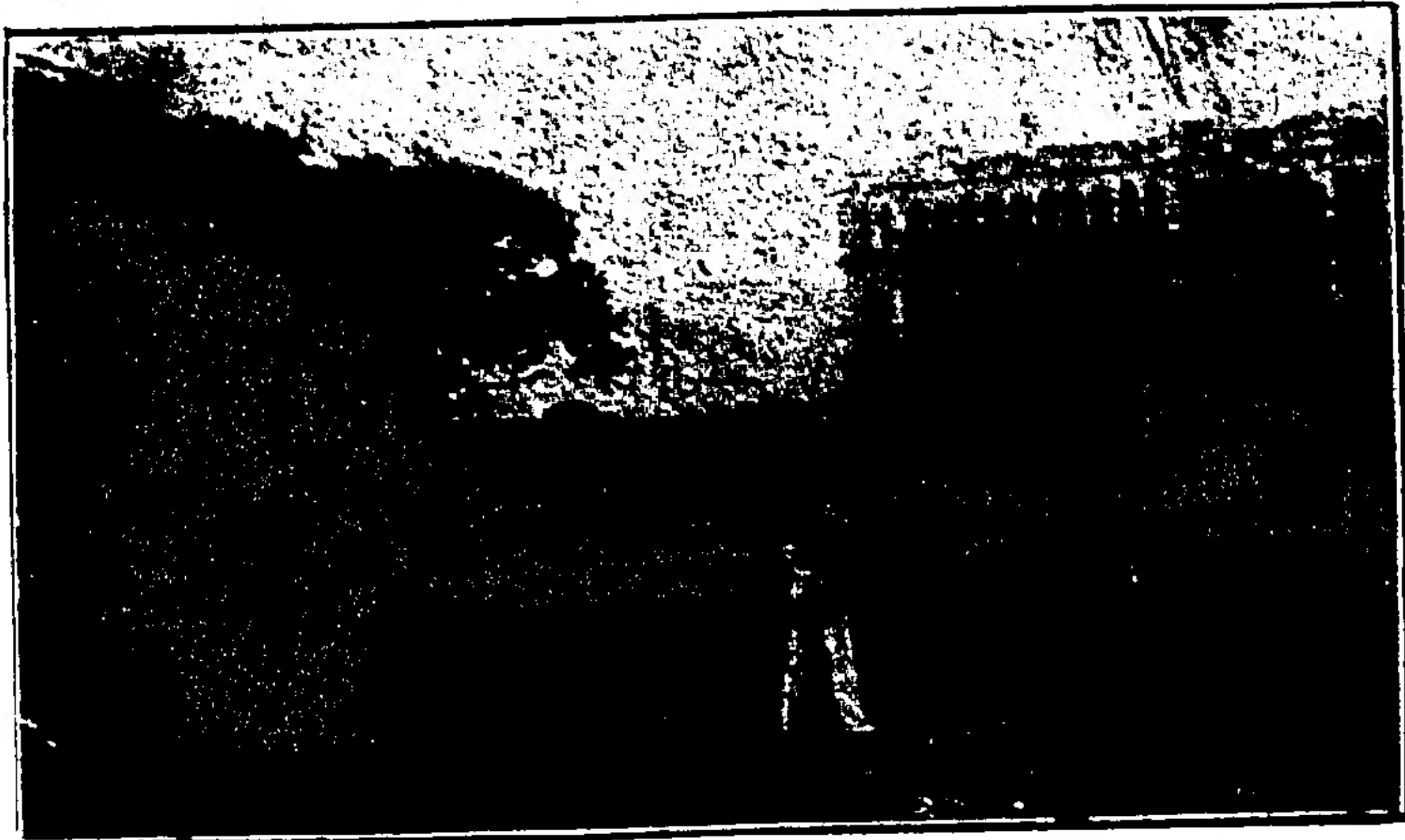


Photo: *Mac O'Leary.*

Hongkong Mixed Doubles Championship Final:
M. K. Lo and M. W. Lo v. Ng Sze-kwong and A. H. Rumjahn.



Photo: *Mac O'Leary.*

Ng Sze-kwong (Hongkong Tennis Champion),
who meets M. W. Lo next week to decide this Year's Championship.



M. K. Lo (left) and M. W. Lo (right),
Hongkong Tennis Doubles Champions.



Photo: *Mac O'Leary.*

Group taken at wedding of Mr. J. P. Jones and Miss Goldia Luchung.



Photo: *Canton Times.*

Mr. Yang Wing-tai,
the new Civil Governor of Kwangtung.



Photo: *Tientsin Press.*

The Hatamen Gate at Peking, which recently collapsed.

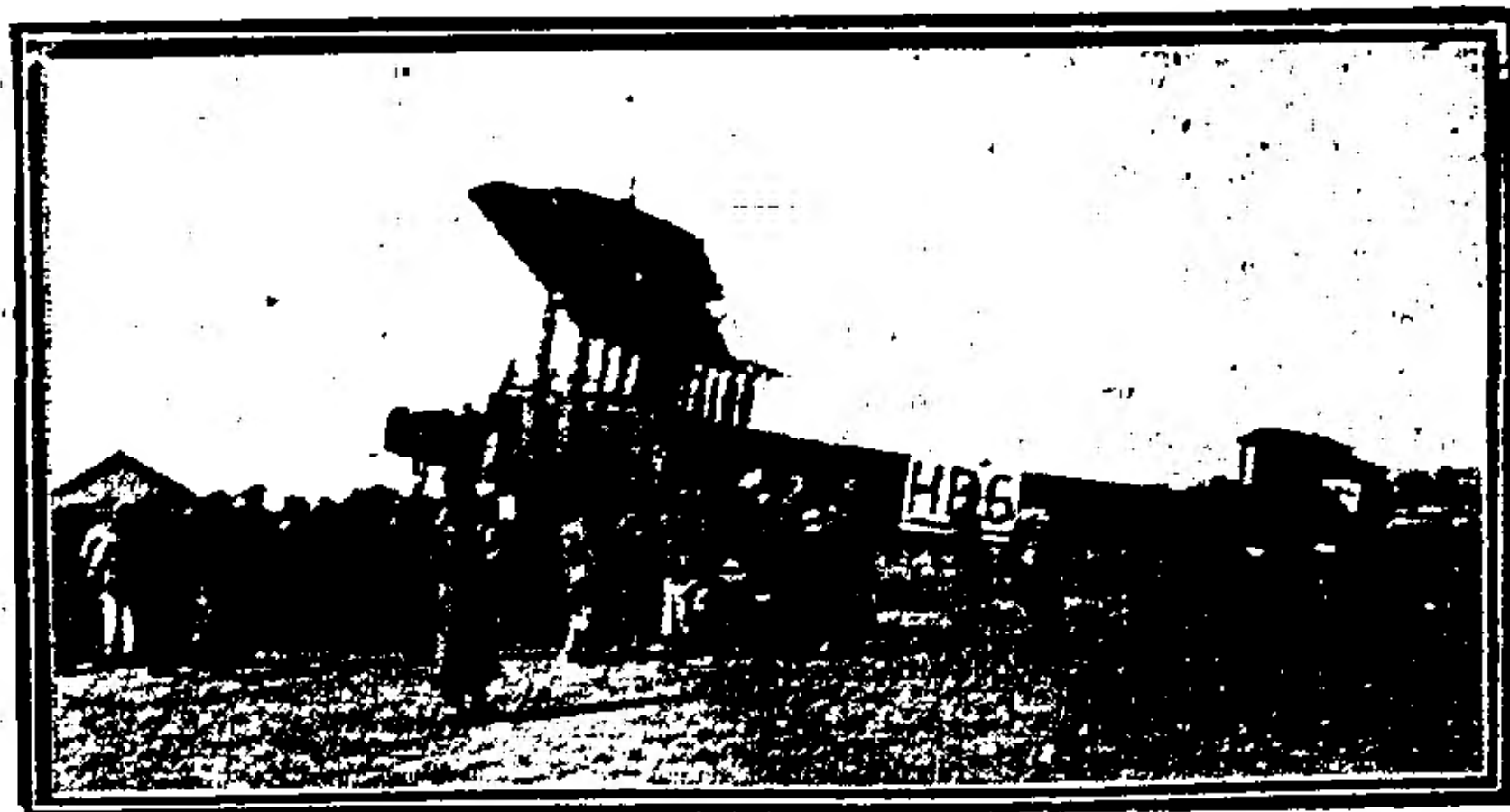


Photo: *Tientsin Press.*

A Handley-Page aeroplane in Peking.

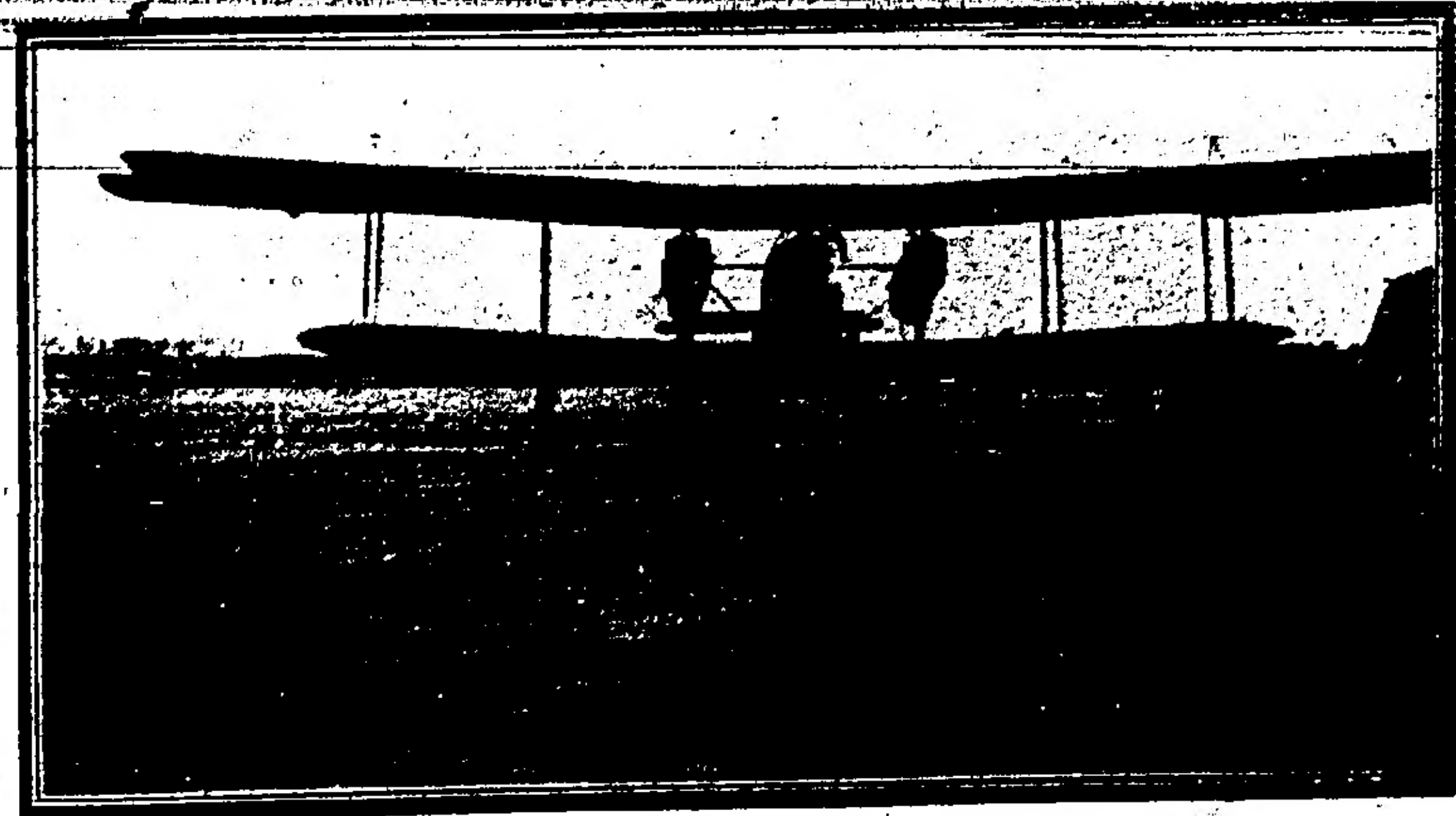


Photo: *Tientsin Press.*

A Handley-Page aeroplane returning from a flight at Peking.

SHIPPING.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—94, QUEEN STREET, E. C.

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11, Elbury Street, S. W.

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General Banking and Foreign Exchange.
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American Business a Specialty.

CHINA MAIL S. S. CO., LTD.

SPECIAL SAILING

S. S. "NILE"

HONGKONG to SINGAPORE.

The S. S. "NILE" will sail from Hongkong for Singapore direct on Tuesday, June 1st, at noon, returning on about June 14th.

For full particulars regarding freight or passage apply to

O. H. RITTER,
Agent.

Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent 2161.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China; Manila, P.I.; Kobe, Japan; Saigon & Hongkong.

Operating the following fast express service to and from the United States Shipping Lines:

U.S.A. PACIFIC COAST—JAPAN, CHINA & PHILIPPINES.

For Seattle and Vancouver.

U.S.S.R.

S.S. "WEST JENA"

9th June, 1920.

also

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COSMOPOLITAN SHIPPING CO., NEW YORK.

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HONGKONG OFFICE: 1st Floor Powell's Building, 12, Des Voeux Rd. Telephone 3008.

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Export and Import Agents

For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce.

Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

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JOHN HADDON AND CO.

Colonial Merchants and Produce Agents,
SALISBURY SQUARE, LONDON, E.C.

NOTICE

Yorkshire Insurance Co. Limited.

ESTABLISHED 1884

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A French Remedy for all Irregularities. Thousands of Ladies have kept a box of Martin's Pills in the house, so that in the first sign of any irregularity of the system a remedy may be at hand. These pills are not only safe, but they are pleasant to take, and they will cure all the troubles of the system, such as Indigestion, Constipation, Headache, etc.

MARTIN'S APOL & STEEL PILLS

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Elspine Ranship Molt, from Kobe.

2553, from Amoy.

Lautman, Hongkong Hotel, from Kobe.

Quanyang, Kwangshing-cheung, 3rd Floor, Connaught Road from Shanghai.

U.S.S. Helena, from Shanghai.

Mrs. Woodford, Hongkong Hotel, from Amoy.

Fukui Maru, from Tokyo.

Dohongpoo Dozung, Rice Co, Third Floor, Chongwai 121, from Shanghai.

Burke Ward, Hongkong Hotel, from Tokyo.

Vanalstyn, Hongkong Hotel, from Tientsin.

Okadashim, Matsuhara Hotel, from Osaka.

Tongha, No. 9, Engong Str., from Amoy.

One Passenger, Mishima Maru, from N. Y. K. from Kobe.

Anfongpak, from Shanghai.

Chengshuan, 90 Des Voeux Road W., from Changchowfu.

Curtis, Crutcheburn Hotel, from Shanghai.

N. LUND, Act. Superintendent, Hongkong, May 27, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

China, from Chicago.

Fidela, from London.

Harold Graves, Chief Engineer, U.S. Consul, s.s. Glymont, from Cambridge Mass.

M. E. F. AIREY, Superintendent, Hongkong, May 27, 1920.

ANGLO-JAPANESE ALLIANCE.

BRITISH DIFFERENCES OF OPINION.

A Peking telegram to the Morning Post says that according to a Chinese news agency, public opinion in England is against the renewal of the Anglo-Japanese Alliance.

Particularly is this tendency marked among political parties. The British Government, on the other hand, is persuaded of the necessity of renewing it, after introducing some amendments so as to make its terms more compatible with the existing circumstances.

Mr. Lloyd George, the British Premier, is an influential supporter of this theory, and this view is shared by King George. Several exchanges of views have already taken place between the authorities of the two countries and it is expected that negotiations for the renewal of the compact will formally be entered into before long. In this connection, the Chinese Minister in London, acting under instructions from the Peking Government, has notified the British Government of China's desire that in the revised Alliance such clauses in the past agreement for the preservation of the territorial integrity of China, and for the recognition of equal opportunity in China, should be eliminated on the ground that these stipulations implied an infringement of China's sovereignty.

BANKS.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital, \$50,000,000.00
Paid up Capital, 13,272,800.00
Reserve Funds, 3,197,400.00

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London Bankers: The National Provincial and Union Bank of England, Ltd.

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Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchanges.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYEE PEI
Manager.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office, 10, Des Voeux Road, Cent. at Hankow Branch, Kowloon, Canton.

DOMESTIC & FOREIGN BANKING. SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear interest at Rates 2, 4, and 5% respectively.

J. USING LY, Manager.

Hongkong, 7th July, 1919.

HOW TO AVOID INFANTILE AILMENTS.

When there are diseases prevalent in the season, it is most dangerous for infants and so great care must be taken in feeding them with proper food; otherwise they will give Mothers a lot of trouble. To avoid that trouble it is to feed them with LACTOGEN which resembles human milk, easily digested and the promoter of healthy appetites. It keeps the infants thriving and free from all infantile ailments.



SHIU FUNG TAI & CO.

Sole Agents for Hongkong and South China.

No. 17 & 18, Connaught Road Central, Hongkong.

Telephone Nos. 1239 & 2230.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

1.00 a.m. to 8.00 a.m. Every 15 min.

8.30 a.m. to 11.00 a.m. Every 10 min.

11.30 a.m. to 1.00 p.m. Every 10 min.

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3.30 p.m. to 5.00 p.m. Every 10 min.

5.30 p.m. to 8.00 p.m. Every 10 min.

8.30 p.m. to 9.00 p.m. Every 10 min.

9.30 p.m. to 10.00 p.m. Every 10 min.

10.30 p.m. to 11.00 p.m. Every 10 min.

11.30 p.m. to 12.00 a.m. Every 10 min.

12.30 a.m. to 1.00 a.m. Every 10 min.

1.30 a.m. to 2.00 a.m. Every 10 min.

2.30 a.m. to 3.00 a.m. Every 10 min.

3.30 a.m. to 4.00 a.m. Every 10 min.

4.30 a.m. to 5.00 a.m. Every 10 min.

5.30 a.m. to 6.00 a.m. Every 10 min.

6.30 a.m. to 7.00 a.m. Every 10 min.

7.30 a.m. to 8.00 a.m. Every 10 min.

8.30 a.m. to 9.00 a.m. Every 10 min.

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3.30 a.m. to 4.00 a.m. Every 10 min.

4.30 a.m. to 5.00 a.m. Every 10 min.

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J. USING LY, Manager.

Hongkong, 7th July, 1919.

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J. USING LY, Manager.

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8.30 p.m. to 9.00 p

